B.—THE SAILOR FISHERMEN OF NEW ENGLAND.

33. SHORE EDUCATION.

SCHOOLS AND CHURCHES.—In the early days of the Massachusetts colonies the coast fishery was one of the most important industries upon which the people relied for support. In the early records of the Plymouth colony and, later, in the various town records may be found ordinances for the establishment of free schools, the teachers of which were to be supported by appropriations from the proceeds of certain public fishery privileges, and similar provisions were made for the maintenance of "an able, godly minister," an agent of equal importance in the educational system of the colonists.

The following order is on record:

"Whereas, at the General Court of His Majesty holden at New Plymouth, in June, 1670, the court, upon due and serious consideration, did freely give and grant all such profits as might or should annually accrue to the colony, from time to time, for fishing with nets or seines at Cape Cod for mackerel, bass, or herrings, * * * to be improved for and toward a free school in some town."

The records of the Plymouth colony show that in July, 1677, the Cape Cod fishery was let for seven years, at £30 per annum, to certain individuals who are named, to seine mackerel and bass. They were restricted to take in the Plymouth colonists with them; and if none offer to admit strangers, and a portion of the profits of the hire which accrued to the colony were distributed to the schools.

For the maintenance of a minister:

"The first Court of Assistants, holden att Charlestown, August 23, 1630, Ordered, that Mr Phillips [a minister] should have allowed him 3 hogsheads of meale, 1 hogshead of malte, 4 bushells of Indean corne, 1 bushell of oatemeale, halfe an hundred of salte fishe; for apparell, and other provisions, £20, or els to have £40 given him in money per annum to make his owne provisions if hee chuse it the rather, the yeare to begin the first of September nexte."*

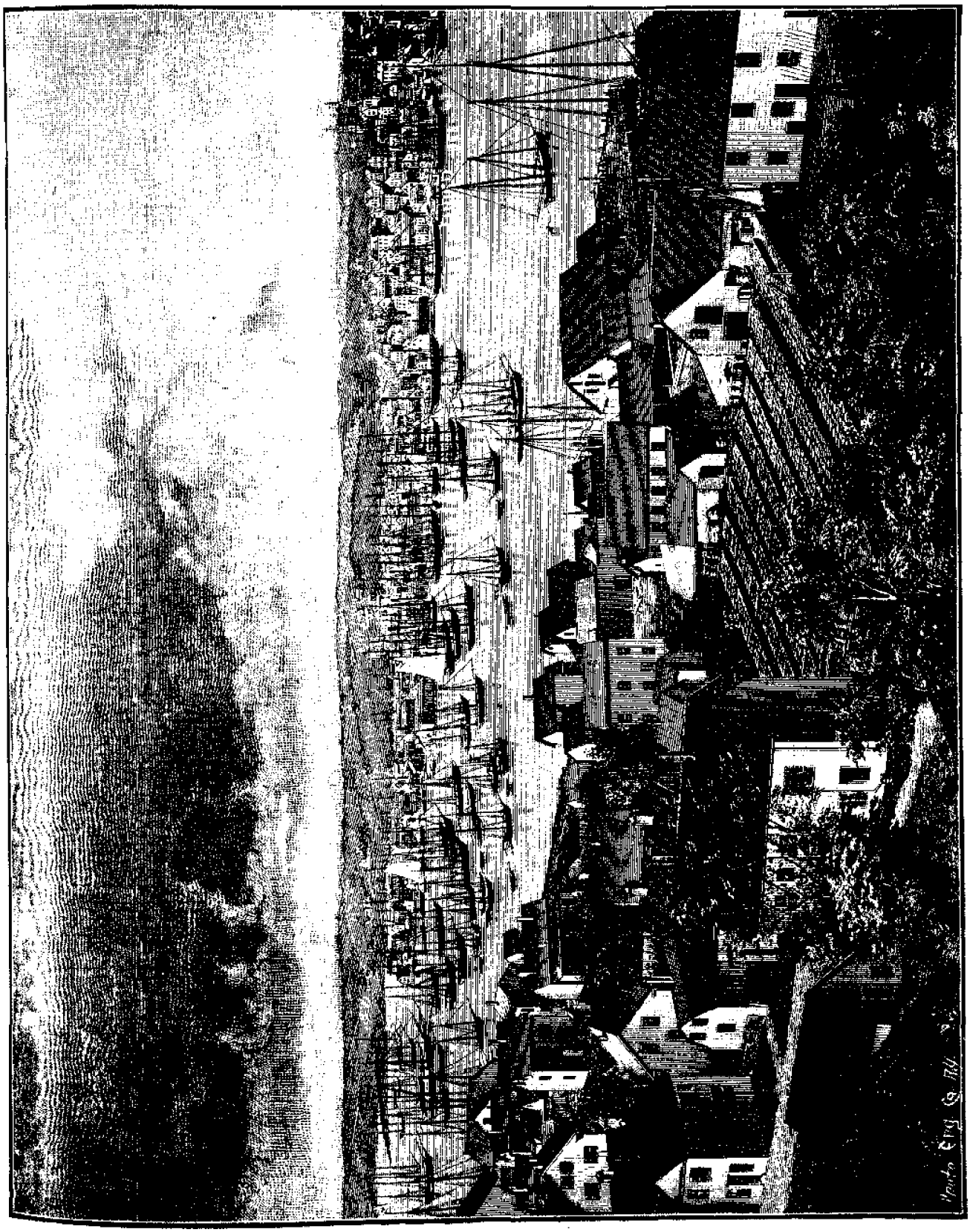
In 1662 for the support of a minister in the Plymouth colony the following order was—

"Made and concluded by the Generall Court held att Plymouth for the Jurisdiction of New Plymouth the third of June Anno 1662. The Court proposeth it as a thing they Judge would bee very comendable and benificiall to the Townes where God's Providence shall cast any whales; if they should agree to sett apart some part of every such fish or oyle for the Incorragement of an able Godly Minnester amongst them."†

From that time until now the New England coast towns, like those of the interior, have as a rule been well provided with free schools. These are attended by the boys until they are old enough to go to sea and by the girls until they are sixteen or seventeen years old, and sometimes still longer. It is quite usual for boys to engage in fishing in summer and to attend school in winter, and some do this until they arrive at the age of manhood. As a class the girls are almost always better educated than the boys, and the intelligence and refinement among the women along the coast, some of whom are always school teachers, seems to a stranger very noteworthy. The excellent education of the wives and mothers of the fishermen cannot be without a very important effect. The people of most of the fishing villages from the Bay of Fundy to New York are intel-

* Records of Massachusetts, vol. i [1628–1641], p. 73.

† *Plymouth Colony Records, vol. xi, 1623–1682, Laws, p. 135.*



Gloucester, Mass.; view looking west from East Gloucester.

From a photograph by T. W. Smillie.

ligent and refined to a noticeable degree, and in many instances to a greater degree than those of the average agricultural and manufacturing communities of the interior.

PUBLIC LIBRARIES AND LYCEUMS.—In many of these villages libraries and reading-rooms are sustained throughout the year. Courses of lyceum lectures are kept up and well attended in the winter.

In some villages, such, for instance, as Provincetown, literary societies are kept up in the winter, and readings, essays, and lectures by members provide entertainment for the weekly meetings. In Provincetown several lectures on the fisheries have been given by one of the old fishermen of the place. Through the influence of the pastors of the churches, "sociables" are often held in connection with the church, a large part of the evening's entertainment consisting of reading and music furnished by members of the church community. The intellectual grade of the fishing towns of Massachusetts and Maine may be judged from the fact that the churches of these towns are able to secure and keep in their service clergymen of fine education. In Maine and Massachusetts the Methodist Church is one of the most popular, and the appointments in the principal fishing communities are deemed to be among the best in the conferences within whose limits these towns are embraced.

We have spoken thus far of the smaller towns and fishing villages. In cities like Gloucester and New Bedford, which are supported chiefly by the fishing interests, there is a large proportion of the population which, though in a certain sense dependent on the fisheries, can hardly be considered as belonging to the sea-faring classes. In these communities the opportunities for intellectual culture are more extensive than in smaller places.

Nantucket is still to be regarded as a fishing town, although its interest in the fisheries is entirely retrospective. The intelligence of the inhabitants of this and other whaling ports is too well known to require mention.

We have spoken of the atmosphere of intellect and culture in the average fishing towns in order that the home influences of the young fishermen may be properly understood.

FOREIGN FISHERMEN.—The fishermen who come to the United States from certain towns in Nova Scotia are noted for their intelligence, while those from other localities, Judique, for instance, are equally noteworthy for their ignorance and brutality. Among the better towns of Nova Scotia may be mentioned Yarmouth and Pubnico, and many other ports on the southern coast of the Nova Scotian peninsula. Yarmouth is well known to be a town of intelligence and enterprise, and has, in proportion to its size, perhaps the largest fleet of square-rigged vessels in North America.

The schools of Nova Scotia, especially those of the southern portion, are said to be excellent, comparing favorably with those of New England.

Certain districts on the island of Cape Breton have a reputation very different from that of Nova Scotia, and the fishermen from these districts, especially in past years, have had a very bad name in the fishing fleet. The fishermen of Newfoundland are remarkable for their lack of intelligence and gentleness. This is largely due to the fact that on the coast of this island the fishermen do not gather together in communities to any great extent. Their houses are scattered here and there along the coast, singly or in small clusters, and it is impossible for the people, with the best of intentions, to provide educational facilities for their children.

We have referred to the education and the home influences of the Provincial fishermen because so large a number of Gloucester vessels are manned by them. Until within thirty years the fishing population of Gloucester was almost entirely native born, and the remarks which have already been made regarding the other towns on the New England coast would apply with equal force to Cape Ann. At present the large foreign element there must be taken into account in esti-

mating the intellectual and moral condition of this city. The influence of the Gloucester educational institutions is, however, soon felt by the foreigners who settle there.

FISHERMEN'S CHILDREN.—The children of the foreign-born fishermen sailing from Gloucester, as well as those whose parents are natives of New England, have profited much by the excellent system of schools which is as marked a feature of this port as of any other city of its size in Massachusetts. It is a common occurrence to see children of fishermen—both of foreign and native born parents—carrying off the honors at the schools, and a few years later occupying responsible positions. As a matter of fact, some of the most competent teachers in the Gloucester schools—if not, indeed, a majority of them—are the daughters of fishermen, nor is this specially surprising in a city which has often been represented in the Massachusetts legislature by men who had formerly been fishermen, while its city government, mayor included, has been largely drawn from this class.

HIGHER EDUCATION.—Thus it will be seen that while the majority of New England fishermen generally acquire only education sufficient to enable them to pursue their vocation, there are, nevertheless, a considerable number who, profiting by the opportunities of going to school in winter, acquire sufficient knowledge of books to enable them in after years not only to take command of fishing vessels, but to enter into fields of labor, and to accept responsibilities which require no ordinary amount of intelligence and judgment. It is by no means uncommon to find fishermen who have a remarkable store of general knowledge, and some who have come under our personal observation could quote at length from many of the poets, history, and the Scriptures. In more than one instance that might be mentioned, fishermen have shown considerable taste for art. This usually exhibits itself in making various kinds of scrimshaw work, such as minature vessels and carving on wood or bone. In rarer instances they learn to paint or draw and sometimes produce very creditable work.

Many of the songs and ballads published in the local papers of the fishing towns, and in a collection of such, called "The Fishermen's Song Book," printed in Gloucester, have been written by fishermen.

34. SEA EDUCATION.

TRAINING OF THE YOUTH FOR FISHERMEN.—The young fisherman enters upon his career with a store of hereditary and acquired attainments which render it possible for him soon to become an excellent mariner. Along the coast of Maine, where the old methods of fishing are still practiced by the boat fishermen, small boys are taken out to help their fathers and brothers as soon as they are old enough to be of practical assistance. It is not uncommon to see boys of eight or nine handling fish almost as large as themselves. On the cod and halibut vessels, and upon mackerel vessels which use the purse seine, boys are of little use until they are large enough to do a man's work; consequently, at the present time they are rarely shipped until fifteen or sixteen. This change has many advantages, yet there can be no doubt that its effect is derogatory to the general grade of intelligence among the fishermen. Boys, who at the age of ten would be willing to ship on a fishing vessel, when five or six years older have obtained a fair education, and the taste for some occupation on shore has created a dislike in their minds to the life of fishermen, whom they consider to be their inferiors in ability and education; consequently, they do not become fishermen, and, though they make useful members of the shore community, the fishing class loses. These remarks apply particularly to large ports like Gloucester and Provincetown, where, at present, it is rather unusual for the son of an intelligent fisherman to be a fisherman himself, though, until within the last twenty or thirty years, the occupation of fishing had been for several

generations hereditary in their families. The fishermen of these ports who are not foreigners, are, for the most part, drawn from the coast of Maine and the smaller ports of Cape Cod and Southern Massachusetts, where the old customs are still somewhat prevalent. The fact that the sons of well-to-do fishermen do not follow in the footsteps of their fathers is in part due to the fact that the fisheries of the United States are now much less profitable than they formerly were, the existing treaty with Great Britain having recently given an unfair advantage to the fisheries of British North American Provinces.

The youngster sailing upon a fishing vessel—whether he be ten or sixteen years of age—enters on a course of practical training under the direction of the skipper and his shipmates. If intelligent, ambitious, and industrious, he, in two or three years, thoroughly understands how to fish and how to manage a schooner, and what is more, he has learned to perform such duties as are within the limits of his strength by pure force of habit. He has acquired many of those points of skill which become more and more a second nature with him as he grows older, being able to lay his hand on any rope in the dark, to steer a vessel at night by the feeling of the wind on his face, to ease a vessel in a seaway by an involuntary movement of the hand as it rests upon the helm, to safely enter various harbors, either at night or day, and to know by instinct just what sails to change with varying circumstances. He has learned to distinguish between the different species of fish that he habitually sees, by peculiarities of their motion as they swim around the vessel at night, leaving shining tracks of fire behind them in the water, and to determine the presence of fish by the movements of the vessels in the offing, by the action of flocks of birds, or by the different sounds which some species of fish make as they flip with their fins at the surface. He knows how to dress mackerel, cod, or halibut, in darkness, guided by the sense of feeling. These feats of skill, which are soon learned by the observant and easily impressed mind of the younger boy, require a much longer time for acquisition by a boy of fifteen or sixteen, whose powers of observation, as well as his interest in such matters, have doubtless been dulled by his training on shore, however much his reflective powers may have been improved. An experienced skipper states from his own knowledge that boys who have gone with him at the age of fourteen or sixteen cannot usually be trusted to take their place at the helm or on the watch until they are eighteen or nineteen, but that those boys who went at the age of ten years can generally perform the duties of the watch when fifteen, and in some cases as young as thirteen. Many boys, trained in the old manner, have become skippers of vessels when from seventeen to nineteen years of age. Some of the most successful "fitters" at Gloucester had command while still in their teens.

These men have generally acquired a fair education by their own efforts, and in strength of character, ability, and general intelligence they are to-day by far the best men in the fishing fleet. These are the men who have been trained from early boyhood to face danger and hardship, and to meet and overcome emergencies, and exhibit traits of quickness, bravery, and presence of mind. It may, indeed, be stated as a fact that a fisherman never attains to the highest excellence in his profession who has not been accustomed to a sea-faring life from early boyhood.

TRAINING IN NAVIGATION.—A boy is trained in navigation precisely as in the management of the vessel and in the methods of the fisheries. He first learns to steer, perhaps by a landmark, then he learns the compass, and, later, how to shape the course or to measure distance on a chart, by observing the actions of the skipper. In this way he also learns to take the bearings of the land and to estimate its distance. The skipper often gives instruction to those of his crew who desire it in taking observations and calculating latitude and longitude. In former days it was an accomplishment which every ambitious boy was anxious to learn to be able to estimate the velocity of

the vessel by observing her motion through the water. The old-fashioned log was seldom carried on the fishing vessel, though at present the patent log is in general use.

Another important accomplishment which is sooner or later acquired by the young man who is anxious to be a skipper is to become familiar with the shape and character of the bottom on the fishing-grounds and along the approaches to the ports which he frequents. This is learned by sounding and thus ascertaining the depth of water and the nature of the bottom, and again by a study of the charts. All of these branches of navigation a smart boy learns long before he is of age, and, as a rule, they are acquired on board of the vessel as opportunity offers from day to day. In some of the larger ports, such as Provincetown, there are, in winter, schools of navigation which offer opportunities to study this science. These schools are usually well attended; but, of course, lessons there given are of little value unless they are practically applied on shipboard in the summer.

Besides the skipper who instructs his crew in navigation, there are frequently experienced navigators among the crew who become the instructors of their younger associates. Such instruction is always given as a matter of good fellowship and without remuneration. The fishermen of New England, as a class, are acknowledged to be excellent navigators, and from the fishing communities have been drawn thousands of masters of merchant and coasting vessels in all parts of the United States.

During the late war between the States, fishermen were, in some instances, employed in the Navy as sailing-masters, this position requiring the highest grade of seamanship and skill in navigation. Some of them rose to still higher positions. From their intimate knowledge of the coast-line fishermen are recognized to be the best local pilots, and they are often called upon to act in that capacity by vessels unable to procure regular pilots.

Although the results of the present system have been in the main satisfactory, it cannot be denied that there are many masters of fishing vessels who are shamefully deficient in their knowledge of navigation, and who are unable to ascertain their position at sea with even a fair degree of accuracy or to shape their course with a definite knowledge of where they will strike the coast. There are instances of vessels bound for Gloucester from the Banks or Bay of St. Lawrence making land south as far as Montauk Point or the mouth of the Chesapeake.

The schools of navigation should be more generally encouraged and supported. A system of examining and licensing the masters of fishing vessels would be of great importance. There is no reason why this should not be insisted upon in the fishing fleet as well as in the case of the merchant marine, for the fishing schooner carries a larger crew in proportion to its size, and is generally a more valuable piece of property.

TRAINING OF CAPE COD FISHERMEN.—Freeman, in his history of Cape Cod, thus speaks of the training of the young fishermen of that district:

"Whales, that formerly were so common on this coast, must now, if sought, be looked for in distant waters. The other fisheries are prosecuted with success; and the merchant service has from the first been indebted to Truro for some of its most able ship-masters. The youth of the place are often scarcely of age when they rise to the command of a vessel. It has been remarked that though the youth and strength of a place be employed two-thirds of the year in obtaining, by hardy and audacious toil, the wealth of the seas beyond the line, and even on the further side of Cape Horn; and, though early habits and the love of voyages occasionally prosperous induce the employment, the business is often precarious. Great dangers, and hardships, too, are often encountered; but they who survive them are generally successful in acquiring good estates. We must here be indulged in quoting from the English traveler of 1807 his relation of an incident that

illustrates the enterprise of early youth. He says: 'In passing from Truro to Provincetown,' by the bay route, 'I had in company an inhabitant of the latter place. As we approached the mouth of the inlet, the vertebras of a small species of whale, here called the blackfish, became frequent on the beach, together with other signs of the fisheries. Soon after, at the distance of half a mile, on the sandy flat from which the sea was now fast retiring, we discovered a boy, and near him appeared to be a great fish. The solitariness of the boy and his smallness compared with the fish, formed a combination sufficiently remarkable to draw us to the spot; and we found our fisherman of about ten years of age astride a porpoise about 10 feet long, in the midst of a sea of blood collected in the hollow of the sand. Alone, with a common table-knife for his instrument, he was cutting the blubber from the ribs of the monster, a task which he performed in a very workmanlike manner. Upon inquiring, we learned that he alone had killed the fish. His employment in the morning had been the tending of his mother's cows; and from the hills on which he was he had seen a shoal of porpoises enter the inlet. As the tide was ebbing, and the shore flat, many of them were soon embarrassed by the want of sufficient water to move in; and he flattered himself that by leaving the cows and coming down to the beach, he might be able to make a prize! So going into the water as far as he dared, he selected one struggling to regain deep water. This fish he boldly caught, from time to time, by the tail, thereby increasing its difficulties, till at last the water running away left the porpoise upon the sand. He staid by the fish till he was sure that escape was impossible; and then running home, a distance of a mile, procured a knife. Thus armed, he proceeded to wound and kill the fish—a task of some labor and danger; and, according to his account, he had accomplished it only by watching opportunities—alternately striking and retreating. My companion said it would yield 10 gallons of oil, and give the little cowherd $10 for his exploit.'

"Of even children, on the lower parts of the Cape, the little porpoise-killer at Truro is a fair specimen. Boys are often at sea at a very early age. Many of them at ten have become expert fishermen; and all who have a mind for promotion find their way from the forecastle to the cabin in due time. Many of our best commanders in foreign voyages are furnished here. The testimony of Burke, in the House of Commons, before the Revolution, 1774, in regard to the mariners of New England, was especially applicable to this and other parts of Cape Cod. 'No sea but what is vexed by their fisheries; no climate that is not witness to their toils. Neither the perseverance of Holland nor the activity of France nor the dexterous and firm sagacity of English enterprise, ever carried this most perilous mode of hardy industry to the extent to which it has been pursued by this recent people. * * * A more hardy or enterprising race of mariners is nowhere to be met on the watery element.'"

35. MENTAL AND PHYSICAL TRAITS.

CHARACTERISTICS OF AMERICAN FISHERMEN.—It has been the custom of many writers upon the fisheries to consider the fishermen as a peculiar class of men, with striking mental characteristics by which they could be distinguished from the population of the shore. This may be justifiable in cases where the profession of fishing is hereditary, in which event those who pursue it are prevented by social limitations from entering upon commercial or other pursuits upon land. It has been quite a common practice to consider the fishermen of all countries as possessed of similar traits.

In Sabine's well-known report on the American fisheries he devotes a chapter to the public services and character of fishermen,* in which he gives many interesting facts concerning the serv-

* Report on the Principal Fisheries on the American Seas, pp. 198-210.

ices of the fishermen of New England in time of war. At its conclusion, however, he falls into the vein of thought alluded to, and brings instances from the pages of history to prove that the fisherman is of necessity a grateful man, a patriotic man, a benevolent man—his proof of this, perhaps, being derived from an adventure of Mungo Park in one of the fishing villages of Africa—a sympathetic man, a law-abiding man, and a man who is loyal to duty. He illustrates the latter point by reference to the fishermen of Galilee, and incidentally eulogizes the fisherman's wife by quoting instances where fish-women in France, England, and Italy have performed charitable deeds, or, standing upon the sea-shore as evening approaches, chant melodies and listen until they hear answers from their husbands, who are guided by the sounds from their own villages.

A study of the fishermen of North America forces one to the conclusion that the fishermen are in all respects very similar to their neighbors on shore in the region in which they were born and educated. The crews of the cod and mackerel schooners of Massachusetts and Maine, when once they set their feet upon the shore, cannot be distinguished from their brothers and cousins who are clerks in the shops and mechanics in their native villages. The ignorant and lawless natives of certain parts of the British Provinces may be precisely matched among the agriculturists of the same district, while the enterprising and skillful Provincials, who are in command of a large number of vessels in the American fleet, are very little different from the better class of farmers and shop keepers of their old homes. The negroes, by whose strength the shad fisheries of the Southern rivers are carried on, are not to be distinguished from other negroes of the same district; in fact, except during the limited season of the fisheries, they are engaged in the same pursuits as their neighbors. The Portuguese fishermen retain the prejudices and habits of their native Azores. The Mediterranean fishermen, of whom so many are to be found on our Southern and Western coasts, might be transplanted with their boats to the coasts of Calabria, Greece, or the Balearic Islands, and would there be at home. The Irishmen of Boston, with their sloop-cutters and primitive fishing-tackle, are west-coast Irishmen still. All retain the peculiar mental characteristics of the districts in which they were trained, though all are more or less broadened and developed by the greater freedom which they find in the United States. A large percentage, probably more than a half, of the number of those enumerated in this report as fishermen are actually engaged in the fisheries only a few months in the year, and at other times are occupied in farming or any other pursuits on shore.

We refer here not to the crews of the fishing vessels belonging in the larger ports, but to many of the fishermen on the coast of Maine, and to almost all of those from Cape Cod southward, except the Connecticut fishermen, who supply the markets of New York and Havana, a few men engaged in the market fisheries of the large Southern States, the oyster fishermen of the Chesapeake, and the sponge and oyster fishermen of the Gulf of Mexico, and the men who fish habitually for the San Francisco market.

The fishermen of New England are of special importance and interest, since they correspond more closely to the professional fishermen of Northern Europe and constitute the class usually thought of when the fishermen of the United States are spoken of. For them especially treaties are made, tariffs are imposed, and from their ranks the merchant marine is recruited.

FISHERMEN AS CAPITALISTS AND MERCHANTS.—The ease with which the New England fisherman, accustomed to the constant sea-faring life, adapts himself to changing circumstances, may be judged from the fact that many so often abandon fishing and enter successfully upon other pursuits. Most of the fishery capitalists of Gloucester and other fishing ports are men who have been trained as fishermen. This is also the case with the fitters of the whaling fleet in Southern New England. In many ports these men carry on, in connection with their fishing business, a general

mercantile business. In Provincetown, for instance, all the principal shops are located upon the wharves, and are carried on by the fishery capitalists. The banks and insurance companies in the fishing ports usually have many retired fishermen upon the board of directors and other officers. Thousands of men from different parts of the coast have abandoned the fishing interest entirely, and have been successful in farming, in business, and in many other branches of industry. It has already been mentioned that a very large number of merchant vessels are officered by fishermen. Many fishermen have entered the Christian ministry and have been successful. Mr. John J. Watson, a well-known musician of New York City, who has met with considerable success upon the concert stage, began his career as a fisherman on a Gloucester schooner at the age of eight years, and continued fishing until after he had reached manhood.*

PATRIOTISM.—During the late war several companies of infantry were organized at Gloucester, composed largely of fishermen, and their record was excellent. Instances of this sort might be given by the page.

PECULIARITIES.—The fisherman rarely acquires any peculiarities of carriage or address by which he can be distinguished from his neighbors on shore. When he has left his vessel and assumed his "shore togs" no one would suspect him of being a sea-faring man. We speak here of the better men, whom we choose to regard as representatives of the class. Of course there are among fishermen many men who have the manners and appearance of common laborers, and who never change their costume or mingle with men engaged in other pursuits. These are commonly men of foreign birth, whose peculiarities are those of their native country rather than those appertaining to their profession.

A certain class of fishermen, however, must be excepted from these remarks. We refer to those men who are engaged in the shore fishery from little boats, and who spend their lives in solitude, fishing among the ledges near their homes. These men are seldom brought into contact with the world, and acquire peculiar mental traits, and in the course of dozens of years of solitude develop a bearing and physiognomy which mark them unmistakably as men of a peculiar class. These men are usually to be found upon isolated parts of the coast, such as the Isles of Shoals, Block Island, No Man's Land, and isolated islands on the coast of Maine.

Celia Thaxter, in her charming little monograph of the Isles of Shoals, thus speaks of the carriage of the fishermen: "Most of the men are more or less round-shouldered, and seldom upright with head erect and shoulders thrown back. They stoop so much over the fish-tables—cleaning, splitting, salting, packing—that they acquire a permanent habit of stooping."

These same peculiarities of bearing were also noticeable among the Bank cod fishermen of the olden time, who were accustomed to fish over the rail of the vessel, and were consequently, for a large part of the time, in a stooping position. The introduction of trawling has had the opposite tendency. The hauling of the trawls and the constant exercise in rowing the boats to and from the vessel has a tendency to expand the chest and throw the shoulders back, so that the fishermen are now upright, broad-chested looking men. The crews of the whaling vessels are also marked examples of a fine physique and good muscular development.

The following paragraph from the book just quoted from describes very picturesquely the conditions and circumstances of the life of a boat fisherman of the olden time:

"Till Bennaye grew very feeble, every summer night he paddled abroad in his dory to fish for hake, and lonely he looked, tossing among the waves, when our boat bore down and passed him with a hail which he faintly returned as we plunged lightly through the track of the moonlight, young and happy, rejoicing in the beauty of the night, while poor Bennaye only counted his gains

* Fisherman's Memorial and Record Book, pp. 149–153.

in the grisly hake he caught, nor considered the rubies the light-house scattered on the waves, or how the moon sprinkled down silver before him. He did not mind the touch of the balmy wind that blew across his weather-beaten face with the same sweet greeting that so gladdened us, but fished and fished, watching his line through the short summer night, and when a blush of dawn stole up in the east among the stars wound up his tackle, took his oars, and paddled home to Nabbaye with his booty—his 'fare of fish,' as the natives have it. Hake-fishing after this picturesque and tedious fashion is done away with now. The islands are girdled with trawls, which catch more fish in one night than could be obtained in a week's hard labor by hand."*

POWERS OF OBSERVATION.—The fishermen of the present day are, mentally, broader and more vigorous than those of former times. The management of the vessels requires more skill and presence of mind; the various labor-saving appliances in the rigging of the vessel, such as the patent windlass and the patent blocks, and various other contrivances of the same kind, have diminished the necessity for severe muscular exertion and the consequent exhaustion which, often repeated, must have a tendency to sluggishness of mind. The training, already described, through which a man must pass to become a successful fisherman, in a very large degree strengthens the mental faculties and develops at the same time great readiness and promptness of thought. The fisherman in a smaller vessel, to be successful, also needs to develop great powers of observation to protect himself and his boat from sudden changes of weather, and to follow the changes in the habits and motions of the fish from one season of the year to another. Many fishermen whom we have met have exhibited great aptness as observers of nature.

FISHERMEN AS INVESTIGATORS.—We need only refer to the wonderful contributions to science which have been made by the fishermen of the Gloucester fleet during the past three years, to demonstrate the interest which they have taken in matters which incidentally came under their observation. More than thirty Gloucester schooners have habitually for three years carried on their voyages a collecting tank full of alcohol, in which they preserved every unusual species of animal which they obtained on their lines or from the stomachs of the fish as they dressed them. Their interest in the subject is an intelligent one, and they soon learn to discriminate between species and to save only those things which they recognize to be novel. Our lists of donations by the fishermen to the National Museum are published weekly in the Cape Ann papers. After specimens have been sent to Washington for identification they have anxiously awaited the letters which announce the result of their examination, and, after they have learned their names, adopt them into their vocabulary. They quickly become familiar with the English names which are applied to certain species, and in some instances adopt the Latin nomenclature. The curious fish known to naturalists by the generic name chimera, is also known to the fishermen by the same name. There are at least a hundred men in the Gloucester fishing fleet who keep track of all the new discoveries on the fishing banks, and are interested in learning the opinions of naturalists on the subject. When a vessel has brought in a tank full of specimens, the majority of the crew of ten to fourteen men are interested in knowing about their identification. Such an intelligent interest as this, is by no means confined to Gloucester, for fishing vessels from several other ports carry collecting-tanks. Some very important contributions to the natural history of the menhaden, for instance, the discovery of the fact that this species feed upon floating crustaceans, a fact which had long been sought after by trained naturalists, was brought to light last summer by J. F. Fowle, the engineer of one of the menhaden steamers. One of the Connecticut vessels fishing for the Charleston market, has rendered important service in collecting. Certain fishermen have

* Thaxter's Isles of Shoals, 1873, p. 76.

attained a national reputation as observers: men like Capt. N. E. Atwood, of Provincetown, the success of whose course of twelve lectures on ichthyology before the Lowell Institute, of Boston, is a matter of record; Capt. U. S. Treat, of Eastport, Me., who was for several years employed by the Japanese Government to instruct their people in the methods of fishing; Simeon Chaney, of Grand Manan, N. B., and others whose powers of observation are no less remarkable, although they have not come so prominently into notice. In the investigation the results of which are detailed in the present volume, as well as in the previous work of the United States Fish Commission, circulars containing from fifty to eighty questions have been sent out to fishermen all along the coast, and in this manner information has been sought regarding the general character of the fisheries of the coast, the natural history and methods of capture of the cod, the mackerel, the mullet, the menhaden, the lobster, and several other species. In few instances have the circulars failed to receive answers, and in the archives of the Fish Commission may be found many thousands of pages of manuscript, written by the hands of fishermen, in which are given probably more important and previously unobserved facts concerning the natural history of these species than had ever hitherto been brought to light by the labors of all the trained naturalists of America. The Fish Commission has published a report of over five hundred pages upon the natural history of the menhaden and the menhaden fisheries, the material for which was supplied in large part by men engaged directly in the fisheries. A similar report, the material for which was obtained in the same manner, has recently been published. In preparing the chapter on the whale fishery for this report it has been necessary to correspond with many retired whalers, and the answers have been explicit and satisfactory in the extreme, far more so than answers to circulars relating to another subject which were sent out to sportsmen and professional men throughout the interior of the country. In fact, it is hardly possible to praise in sufficiently high terms the intelligent interest and the valuable coöperation which our fishermen have everywhere shown in the preparation of this report upon the fisheries. They rarely withhold information, and almost without exception, even at great inconvenience to themselves, render every aid in their power. If space would allow, an interesting illustration of the intelligence of the men engaged in the American fisheries might be given by printing in full some of the letters in response to circulars. Not only do they convey in a very concise and intelligible manner the information which was sought for, but the language is strong, idiomatic English, the grammar and orthography are faultless, and the handwriting graceful and legible.

In response to the invitation of the Commissioner of Fisheries, many fishermen of Gloucester and some from other ports have kept journals of their voyages, noting down the movements of their vessels, the locations of the fishing grounds as they change from day to day, and the peculiarities in the movements of the fish which fall under their observation.

There are before us at least thirty journals of this description, some of them covering a period of three or four years, and, in addition to discussing the points already mentioned, describing the peculiar methods of fishing employed by them. Many of these men, and many of the men on the menhaden steamers, have voluntarily kept records of the temperature of the water three times a day during the entire fishing season, appreciating the importance of placing upon record information of this sort for the use of those who are studying the habits of the fishes and methods for improving the fisheries. The records received have, as a rule, been kept in an accurate and satisfactory manner.

Three or four representatives of the Fish Commission have been sent out upon long trips on board of fishing vessels to study the methods of the fisheries and the natural history of the regions

visited. Mr. Scudder went to Greenland on a three months' cruise; Mr. Osborne to the Grand Bank on a three months' cruise; Mr. Newcomb to the Western Bank on a three weeks' cruise. Other representatives of the Fish Commission have for three years been accustomed to visit almost every vessel as it entered the harbor of Gloucester on its return from a fishing voyage, and the same system of visiting the vessels has been, to a less extent, carried on upon every part of the coast; and, almost without exception, these gentlemen have been received with courtesy, all information given them which they desired, and usually intelligent interest shown in the work in which they have been engaged.

It is due to the fishermen to say that they gave their services without the offer or the hope of remuneration of any kind. A number of the fishermen of Grimsby, England, two or three years ago, kept logs of their voyages in a similar manner, but it was in consequence of offers of valuable prizes. It is but fair to say, however, that many English fishermen and boatmen have manifested the same spirit of appreciation of scientific work to which we have just referred as having been displayed by the fishermen of the United States, and some of them, like Capt. David Gray, of Peterhead, have made for themselves excellent reputations as observers.

ENTERPRISE.—The enterprise of the New England fishermen is strikingly manifested by the manner in which they stand ready to adopt new improvements in the methods of fishing. There are, of course, conservatives among them, but the most enterprising of the class are ready to adopt at once any device which seems to promise greater efficiency in the prosecution of their business. It is not in this place necessary to describe in detail the manner in which improvements have been brought about. We need only refer to the rapid and general adoption of the patent windlass on the off-shore vessels; to the sudden changes from the old methods of drailing for mackerel to that of catching them with jigs, and again from that method to the use of the purse-seine; to the extensive and speedy adoption of steamers in the menhaden fishery; to the improvements which during the past one hundred years have been brought about in the model of the whale-boat, and within one-quarter of that time in that of the seine-boat; to the energetic manner in which gill-nets have been brought into use in the cod fishery, and the equally great improvements which have of late years been made in other fisheries.

HARDIHOOD AND DARING; SEAMANSHIP.—There is no hardier or more daring race of seamen in the world than the sailor fishermen of New England. Their training begins at an early age and their constant occupation on board the boats and vessels soon gives them a perfect familiarity with the waves and the winds in all their phases of manifestation. There is no coast upon which the winds and weather are more changeable and more trying to the endurance and skill of the seamen than that of North America from Florida to Davis' Straits. There are no fishermen in any other part of the world who venture so far from the shore at all seasons and carry on their fisheries to so large an extent in the open sea, hundreds of miles from any harbor. Then, too, there is no vessel which requires so much skill and judgment in its management as the American schooner; none which is, perhaps, more capable of remarkable achievements when properly managed, and none which is more liable to disaster when in the hands of the unskillful. In the same way the favorite American fishing boat, the dory, is peculiar in its demands upon the pluck, strength, and keenness of the person who is controlling its movements. Certain other boats, such as the whale-boat and the seine-boat, which are exclusively used in certain branches of the American fisheries, require less skill to prevent disaster in their use, but quite as much in their proper and successful management. The last-mentioned boats may be regarded as the special development of the ingenuity and observant experience of the fishermen. In no instance have the fishermen of other

countries essentially modified, within the past century, the general form of their fishing boats and the appliances which belong to them. Exception should be made, perhaps, with reference to the introduction of ketch-rigged cutters and steamers into the fisheries of Northern Europe, remarkable progress having been made, especially by Great Britain, Germany, and Holland, during the past twenty-five years in the adoption of fleeter and more manageable vessels for the herring, cod, and beam-trawl fisheries. The numerous labor-saving appliances, which may be found on board of the American fishing vessels and fishing boats, are, for the most part, peculiar to the United States.

At the International Fishery Exhibition at Berlin, the contrast between the appliances of this kind in the European and American exhibits was very noteworthy and was the subject of constant remark among the European fishermen who visited the American section. The demand for the speedy adoption of so many appliances in the rigging of vessels and boats may be fairly accounted for by the fact that our fishermen feel the necessity of every aid that can be rendered them in the trying circumstances to which they are so often exposed. It should also be mentioned that the necessity, which is especially felt by our fishermen, of attaining great speed for their fishing vessels, has led to the development of a high grade of seamanship, and has led also to the adoption of many labor-saving appliances, by the aid of which more sails and larger sails can be managed with ease and rapidity by ordinary crews.

There can be no question that seamanship of a very high type is found among the fishermen. While many methods are common to the fishing fleet and to the merchant fleet, the fishing vessels are often obliged to execute maneuvers which would be impossible to the heavier vessels in the merchant marine.

The fishing vessels are smaller, sharper, and carry sails which are larger in proportion to the size of their hulls. They are, therefore, swifter, and, as the fishermen express it, "handier." Relying upon the speed and "handiness" of his vessel, the fisherman takes greater risks in running for harbors in heavy weather and is consequently frequently exposed to emergencies which put to the utmost test his own seamanship and the stanchness and manageability of his vessel.

Many of the most skillful masters of merchant vessels have been trained in the fishing school; and during the late war between the States it was not unusual for fishermen to enter the Navy and to rise to responsible positions.

As might naturally be expected, the fishermen are courageous almost to a fault, both in the performance of ordinary duties and in rescuing men or vessels in peril. Some of the rescues accomplished by them will be mentioned in the chapter on public services.

"Theirs is a life of toil," writes Mr. Procter, "and although fortune smiles upon them occasionally and sends a good school of fish, yet they spend hours and hours at the rail, in the bitter cold of winter, waiting for a bite—'grubbing,' as it is termed—with a family at home, whom they love as well as any one loves his own; and the bread of this family depending upon the catch of fish. Oftentimes these fathers will lie awake at night in their berths, tossed up and down by the waves of Georges, each hoping that he may do well this trip for the sake of his loved ones who are in need of many things for their comfort. This is no fancy picture, but the earnest facts in the lives of the married fishermen, who cannot stay at home in winter, because there is bread to win, and they must win it. Theirs is no holiday existence, but a continued grappling with the elements, a struggle for life, with storm and old ocean in its anger to meet; and with pluck and daring they wring success from the very verge of the grave."

36. SUPERSTITIONS.

THE CAUSES OF SUPERSTITION.—It is customary among writers to give fishermen credit for an extraordinary amount of credulity and superstition. There are among the fishermen superstitious men, just as there are among their kindred on shore; while, on the other hand, the more intelligent and practical men among them, especially those born in the United States, are, perhaps, among the least superstitious of men, certainly as little credulous as any class of sea-faring men. It is not unusual to find the master of a fishing vessel, while humoring the prejudices of his crew, himself thoroughly incredulous as to the power of any supernatural influences over the movements of the vessel or the success of the voyage.

Mr. J. P. Gordy thus writes concerning some of the superstitious notions among the Gloucester fishermen:

"I will not undertake to say to how many causes superstition may be due, but one cause, at least, every one will admit—a weakness of imagination and reason. Whenever you find a mind too weak to form such a conception as law, you find a mind which, if left to itself, will be superstitious. The development of the religious notion may modify the form of the superstition, but with that I do not propose to deal, since it is at present among fishermen in too varying proportions to make valid any conclusions that may be drawn therefrom. Now, in most circles of society the weaker minds are not left to themselves. They borrow the opinions as they do the manners of the highest culture and the best intellects in the circles in which they move. Those pronounce superstitions ridiculous and they echo their laugh. Even then the thoughts in their minds answering to abstract terms have a grotesqueness that would deserve to be called superstitious had not that name come to indicate a peculiar class of grotesque ideas. Now fishermen are very emphatically left to themselves. They have as little culture, as little contact with culture, as any class in the land. The most intelligent among them are prevented by their limited opportunities for intercourse from wielding the influence which naturally belongs to power, and superstition, as a rule, is the natural result. This is especially so when you take into consideration another cause which works with peculiar force among fishermen. I think that among people whose mental structure inclines them that way superstitions are more or less prevalent according to the frequency with which they come in contact with variable and incalculable events. Superstitions are due, in part at least, to the cause-seeking instinct; and when a new phenomenon appears, or an old one at times and under circumstances which cannot be predicted, this instinct demands satisfaction. Now, of all classes in the world, fishermen deal with phenomena with the cause of which they are most thoroughly unacquainted. When and from what quarter the wind will blow; when and why fish will be abundant; why the schools are large at some times and small at others—are questions they cannot answer. These are the facts which determine their success and upon which their observation is constantly directed, and unless the fisherman has the balance of mind which enables a man of strength to hold his judgment in suspense, he is likely to assign a cause which, if realized in his imagination, is almost certain to be a superstition. From these three causes, therefore—their lack of intelligence and culture, their lack of contact with these, and their constant observation of irregular facts—fishermen as a class are extremely likely to be superstitious."

Without further discussion as to the causes of superstition, we will consider some of the most common and widespread superstitions—such as may be found on any fishing vessel, and such as are always firmly believed in by many of the crew. We shall speak particularly of the superstitions prevalent among the Gloucester fishermen. Among the fishermen of European birth, so many of whom may be found on the whaling and other vessels on the coast of California, entirely

another class of superstitions doubtless prevail, similar to or identical with those current in the countries whence they came.

The superstitions of the fishermen may be roughly classified into three groups: (1) Causes and indications of ill luck; (2) superstitions regarding the weather and other natural phenomena which may or may not relate to causes; (3) superstitious usages which have no special bearing upon the welfare of the fisherman.

CAUSES AND INDICATIONS OF ILL LUCK.—A Jonah is any person, thing, or act which is supposed to bring ill luck upon a voyage. It is characteristic of the fearlessness of the Gloucester fisherman and the energy with which he throws himself into his occupation that these prejudices of ill luck are rarely applied to the fate of the vessel itself. Concerning this the men have but little anxiety, their whole interest being in the successful completion of the voyage. There are many kinds of Jonahs.

Certain persons are often selected by the fishermen as Jonahs, being those men who have been unlucky in their fishing voyages. The belief in luck is very deep-seated. When a vessel is unlucky on one of its voyages some of the crew are pretty certain to leave and to ship on other vessels. In the course of constant changing from one vessel to another certain men chance for a number of successive voyages to ship on board of unsuccessful vessels. The "ill luck" of these men soon becomes known among their comrades, and they are branded as Jonahs. A man may be extremely successful for a number of years and later he may fail on a few voyages, and it is at once said of him that his luck has changed and that he has become a Jonah. Men are sometimes discharged from vessels because of their reputation as Jonahs, although no other fault can be found with them. Sometimes when a vessel is unlucky the crew resort to a strange method of determining the unlucky one. They induce the cook to put a nail or a piece of wood or coal in a loaf of bread, and the man who happens to get this is declared a Jonah. It has been observed, however, that when the cook's verdict has been pronounced against a man who holds a good reputation as a fisherman and lucky man it has little effect. "Luck" is everything, and no kind of divination will counteract its influence upon the reputation of its happy possessor. Sometimes the fisherman resorts to strange expedients to free himself from the odor of "ill luck" which clings to him. For instance, he will carry his bed-sack on deck and set it on fire, and fumigate himself thoroughly, for the purpose of exorcising the evil influence.

Vessels sometimes get the reputation of being Jonahs. These vessels have considerable difficulty in getting crews until their luck changes. They are sometimes withdrawn from the fisheries on this account. The schooner Florence, which was sold from Gloucester to New London, and afterwards made exceedingly successful fur-sealing trips in the Antarctic Ocean, once had a bad reputation as a Jonah, which perhaps influenced her owners to take her out of the fisheries. The same vessel subsequently transported the Howgate expedition to Cumberland Sound.

Certain articles of personal property or apparel are thought to be Jonahs. A man carrying a black valise or wearing white woolen stockings or blue mittens would find much difficulty in shipping on board of a Gloucester vessel. A black valise is regarded with special disfavor, and the almost universal use of white mittens and nippers is largely due to this common prejudice regarding color. It is not uncommon for the more influential and skillful fishermen to carry with them some of these suspicious articles for the purpose of overcoming the prejudices of their associates, and the influence of such men is having good effect. There are other kinds of Jonahs which are not so generally believed in. Some fishermen, for instance, think that it is a Jonah to make toy boats or models on board the vessel; others, that a fiddle or a checker-board is a Jonah; others, even, that it is a Jonah to leave a bucket half-full of water on deck, or to soak mackerel in a bucket,

saying that "so long as you soak them in a bucket you will never get enough to soak in a barrel." Some think it is a Jonah, when a vessel is coming to anchor on the Banks and is "sticking out" her cable, to have a splice stop in the hawse-pipe, and it is frequently remarked by such that the vessel will not be successful in that berth, and the result will be that she will have to change her position. It is also thought, by a very few however, that it is a Jonah to have a dory, in leaving the vessel, turn round from right to left or in a direction contrary to that of the sun. Some skippers think it is a Jonah to keep the vessel's deck clean when on the fishing grounds, and they will allow only such cleaning as is absolutely necessary. Others, on the contrary, are very particular in the matter of having their vessels kept clean.

The prevalent belief in "luck" has already been mentioned. Certain vessels and men acquire the enviable reputation of being the luckiest in the fleet, and it is always thought a piece of good fortune to be able to ship on board of such vessels or in company with such men. Certain articles also gain the reputation of bringing good luck. For instance, during the past two or three years, since the United States Fish Commission has been sending out collecting tanks full of alcohol on some of the vessels, it has come to be regarded by many of the fishermen as a matter of good luck to have one on board. One of the most successful Gloucester skippers went out on a voyage in 1880 without the tank which he had been accustomed to carry and was unsuccessful. Upon his return he came to the headquarters of the Commission and begged for a tank, saying that he would not, on any account, go out again to the fishing grounds without collecting materials on board. Such instances as these are mentioned simply to indicate how great importance is given to little things, and to show how the superstitious instincts of these men lead them rapidly from one belief to another, while the general skeptical tendency of the age prevents any very strong and permanent belief in any particular form of superstitution.

UNLUCKY DAYS AND ACTS.—The belief that Friday is an unlucky day still holds among many of the fishermen, but the old idea is fast dying out. A quarter of a century ago few Gloucester fishermen would go to sea on a Friday, but at the present time little attention is paid to this; and in this respect the fishing vessels are perhaps in advance of many vessels in the merchant marine and in the Navy. This revolution in opinions has been brought about simply through the influence of a few independent and determined men.

Certain acts are considered unlucky; for instance, to kill a "Mother Carey's chicken" or petrel. This superstition is also going out since many of the vessels during the past years have been obliged to kill these birds for bait. It is regarded unlucky by a great many fishermen to drive a nail on Sunday. To combat this idea certain skippers have been known to amuse themselves on that day when at sea by driving nails. It is unlucky to leave a hatch bottom side up upon the deck; such an act is supposed to be the possible cause of some future disaster to the vessel.

Accidents, too, are unlucky and are sometimes regarded as sufficient reasons for disaster. To let a hatch fall down into the hold is considered especially unfortunate, while to break a looking-glass is disastrous not only to the vessel but to the person, family, and friends of the man who is the cause of the breakage.*

Fishermen are not as a rule given to forebodings of ill. They always go to sea with brave hearts, the idea that they may never return to port seldom being allowed consideration, no matter how many of their comrades have been lost within a few days.

* The superstition regarding the ill effects which may result from breaking a looking-glass is very wide-spread on shore as well as among seamen. In various parts of the United States—in the cities as well as in rural districts—the remark is often heard that the breaking of a glass indicates "seven years hard luck." It will be seen that this belief is not confined to fishermen, but, like many other superstitions with which they are credited, is doubtless borrowed from people on shore.

BELIEFS REGARDING NATURAL PHENOMENA.—Among fishermen we find the ordinary beliefs regarding the influence of changes of the moon upon the weather. The fisherman, like any other sailor, will often whistle for a wind or will stick his knife into the aft side of the mast to insure a fair wind. The fishermen observe carefully the direction of shooting-stars, thinking that the wind will come from the direction toward which the stars shoot. There is a common belief in Maine that the flood-tide brings in a wind, that the wind is likely to die out with its ebb, also that it is more likely to rain on the ebb than on the flood; and this belief is more or less common all along the New England coast. In Maine the fishermen believe that children are always born when the tide is at the full and die when it is ebbing, and that only at this latter stage of the tide do deaths occur.

When the sun "sets up its backstays," or "draws water" in the morning, it is a sign of foul weather; at night, of fair weather; "sun-dogs," or parhelia, indicate foul weather.

When the wind backs, or veers from right to left or against the sun, it is believed that it will *not continue steady*. This belief *is so common among seamen that an old distich tells us that:*

> When the wind backens against the sun
> Trust it not, for back it'll run.

If the wind moderates with the setting of the sun, it will rise again when the sun rises.

The peculiar appearance in the water which the fishermen describe as "a crack in the water," seen in calm weather, is the sign of an easterly wind.

The fire of St. Elmo, the "composants" (*corpo santo?*), as the fishermen call it, is regarded as a natural phenomenon. It is believed to rise higher upon the mast as the storm increases, and at the culmination of the storm to reach the highest point on a vessel's spars or rigging.

Backing winds are generally followed by unsettled weather; hauling winds are thought to indicate settled weather.

The following are old saws of general prevalence:

> Mackerel sky and mares' tails,
> Make lofty ships carry low sails.
>
> Rainbow in the morning,
> Sailors' take warning;
> Rainbow at night,
> Sailors' delight.
>
> Evening red, and morning gray,
> Is a sure sign of a pleasant day;
> But evening gray and morning red,
> Will bring down rain upon your head.
>
> If the morning is marked by an easterly glin,
> The evening will bring rain to wet your skin.
>
> If in the southwest you see a smurry sky,
> Douse your flying kites, for a storm is nigh.*

Some of these beliefs concerning the weather doubtless have more or less foundation in fact, and are based on a close observation of results growing out of natural causes, though the "weather-

*On the east coast of the United States and British North American Provinces storms generally follow more or less closely the direction of the Gulf Stream, which, north of Cape Hatteras, closely approximates to a northeast course. Therefore, an easterly or northeasterly storm "begins to leeward," as the fishermen say; that is, it gradually moves to the northeastward, notwithstanding the wind may be blowing heavily from that direction. As a result, the first indication of a storm, particularly in winter, is generally noticed in the changes that appear in the sky to the south and westward. If the sky assumes a hazy, greasy look—called "smurry" by the fishermen—with small patches of leaden or inky clouds, a storm is imminent; here lies the forge of this distich. The same rule applies to the first distich in regard to the "easterly glin:" since, if the morning sky is specially clear in the east, so as to form a glin, it is generally thick with an approaching storm in the opposite direction.—J. W. C.

wise" observers may not always be able to explain the relation between the "signs" and the changes which they predict.

SUPERSTITIOUS USAGES.—Some fishermen will not have their hair cut except when the moon is increasing in size, fearing that otherwise their hair will fall out. This idea, which is akin to the common one found throughout the rural districts of the Eastern and Middle States that animals killed in the waning of the moon will shrink when cooked, is by no means peculiar to the fishermen. The fishermen of former days, like other sea-faring men, were accustomed to wear ear-rings to improve their eye-sight; but this custom is almost, if not entirely, extinct among the American-born fishermen. Once in a while a veteran is still to be found with the picturesque old ear-rings in his ears. The European fishermen of California and the Southern States still adhere to this practice. Some fishermen carry potatoes in their pockets as a preventive of rheumatism, and wear nutmegs round their necks to cure scrofulous or other humors. These usages are also shared by hundreds of thousands of our shore population, who carry in their pockets the "lucky-bones" of fishes, certain bones of animals, as well as horse-chestnuts and other vegetable products as prophylactics. Many of the Roman Catholics among the fishermen of course wear amulets as personal safeguards. A fisherman who has wounded his finger with a fish-hook will immediately stick the hook into a piece of pine wood, thinking that he thus may hasten the cure of his wound. Warts are supposed to be removed by counting them and pronouncing over them a certain formula of words. In dressing codfish, some fishermen always save the largest fish to dress last. It is a very common custom to nail a horse-shoe on the end of the bowsprit for good luck. Among the French Canadians employed on our fishing vessels there are a few who still retain their ancestral belief in spirits and fairies; and the Scotch and Scandinavians and others have brought over with them the folk-lore of their fatherland. They soon become ashamed of talking about such beliefs. Whatever their private opinions may be, they seldom refer to them after having been associated for a few years with their unpoetical and skeptical shipmates.

A curious custom is found on many of the cod vessels, especially those of Cape Cod, connected with the process of dressing the fish. After a fish has been decapitated, its body is passed by the header to the splitter. If the body still exhibits signs of life, the splitter will usually ask the header to kill the fish, which he does by a blow upon the back of the skull. This act, performed upon the severed head, is supposed to have an immediate effect upon the body, which is in the hands of another man. A Gloucester fishing captain of thirty years' experience, who sits near us while we write, remarks: "It is a singular thing, but *it is surely true*, that when the head is treated in this manner the body always straightens out."

37. DIALECT.

PECULIARITIES OF DIALECT.—Among the native-born fishermen of New England, particularly those of the rural districts of Cape Cod and Maine, a very pure, forcible English dialect is spoken. The inhabitants of this region retain the peculiar modes of expression in use among their English ancestors, who came to this country two hundred years or more ago. It is estimated that 80 per cent. of the inhabitants of Cape Cod at the present day are lineal descendants of English ancestors who settled the towns of that district between 1620 and 1750, and the percentage is probably equally as great, if not larger, on the coast of Maine. As is well known, very many of the English immigrants to these regions were men of education and good family. As a consequence the English of the shore populations and of the fishermen belonging to those districts is pure, idiomatic, and strong. Many provincial words, or words which were in common use in England two centuries ago and are now marked as obsolete in the dictionaries, are still in use among

them. There is now in preparation, in connection with the work of the United States Fish Commission, a dictionary of words and phrases in use among the fishermen of the United States, which, when published, will afford much material deserving of the attention of philologists. There are many expressive words and phrases in use among the fishermen—the technical language of their handicraft applied to the operations of daily life—which are full of meaning to those who know enough of fishing to understand them. Various names for tools and operations connected with their trade have been coined by them which are peculiar and have never found place in dictionaries. Slang is, as might be expected, very popular, and the slang phrases invented by the newspaper paragrapher, the negro minstrel, and the actor in the variety theater are as current among them as in the streets of our towns and villages. The ordinary professional slang of seamen is also prevalent among them, its vocabulary being greatly increased by slang used only by the fishermen themselves.

Mr. Charles Nordhoff, in a collection of short stories published under the title "Cape Cod and All Along Shore," has given excellent illustrations of the Cape Cod dialect, particularly that of Chatham, Harwich, and the neighboring towns, the truthfulness of which is all the more apparent when compared with the dialect in Miss McLean's "Cape Cod Folks." "Peter Gott, the Cape Ann Fisherman," a story by Dr. Joseph Reynolds, is also a treasury of good old Cape Ann language. The "Fisherman's Own Book," the "Fisherman's Memorial and Record Book," and "The Fisherman's Song Book," three little volumes published by Procter Brothers of Gloucester, contain many verses in dialect.

The following lines by Hiram Rich, of Gloucester, represent a fairly satisfactory attempt—perhaps the most successful yet made—to record the dialect of the fishermen of the olden time:

THE SKIPPER-HERMIT.

For thirty year, come herrin'-time,
Through many kind o' weather,
The "Wren" an' me have come an' gone,
An' held our own together.
Do' know as she is good as new,
Do' know as I am, nuther;
But she is truer'n kit' an' kin,
Or any but a mother.

They're at me now to stay ashore,
But while we've hand an' tiller,
She'll stick to me an' I to her,—
To leave the "Wren" would kill her.
My feet have worn the deck; ye see
How watches leave their traces,
An' write on oak an' pine as plain
As winters on our faces!

But arter all is said an' done,
There's somethin' sort o' humau
About a boat that takes at last
The place o' child and woman;
An' yet when I have seen some things—
Their mothers let me toss 'em—
My boat, she seemed a barnacle
'Longside a bran-new blossom.

Sometimes to me the breeze off-shore
Comes out upon the water,
As if it left the grave of her—
No wife to me nor daughter.
Lor! if I knowed where green or no
The turf is sweet above her,
I'd buy a bit o' ground there,—wide
As a gull's wings would cover.

We know the tricks o' wind an' tide
That mean an' make disaster,
An' balk 'em, too—the "Wren" an' me—
Off on the Ol' Man's Pastur'.
Day out an' in the blackfish there
Go wabblin' out an' under,
An' nights we watch the coasters creep
From light to light in yonder.

An' then ag'in we lay an' lay
Off Wonson's Cove or Oakses—
None go by our compass-light,
Nor we by other folkses.
Ashore, the ball-room winders shine
Till weary feet are warnin',
But here an' there's a sick-room light
That winks away till mornin'.

An' Sundays we go nigher in,
To hear the bells a-ringin',—
I aint no hand for sermons, you,
But singin's allers singin'.
The weathercocks—no two agree—
Like men they arg' an' differ,
While in the cuddy-way I set
An' take my pipe, an' whiff her.

My pipe—eh! p'ison? mighty s-l-o-w;
It makes my dreamin' clearer,
Though what I fill it with now-days
Is growin' dearer 'n' dearer.
I takes my comfort when it comes,
Then no lee-lurch can spill it,
An' if my net is empty, Lor'!
Why, how can growlin' *fill it*?

An' so we jog the hours away,
The gulls they coo an' tattle,
Till on the hill the sundown red
Starts up the drowsin' cattle.
The seiners row their jiggers by;
I pull the slide half over,
An' shet the shore out, an' the smell
Of sea-weed sweeter'n clover.

The following sketch, quoted from a Boston newspaper, contains a fair example of the fisherman's dialect: *

"'Wall, you, I see another fisherman has gone down,' said a rugged, weather-beaten veteran of the sea to a reporter who, as was his wont, had invaded the quarters of the old salt near Commercial wharf. The speaker sat on an upturned keg, and had just finished reading the account of the loss of the Maud S., which had gone down near Half-Way Rock, off Portland Harbor, not long before.

"'It's cur'ous. Sometimes a vessel 'll go down 's easy's nothin', 'n' then agin she'll live whar you wouldn't say th' wus a ghost of a show. Now, thar was the Rattler, pitchpoled over the shoals off Cape Ann at midnight, some thirteen years ago, in a gale of wind, 'n' come right side up 'n' got into port safe with every man on board,' and the old man paused and patiently waited for the usual—

"'How was that, cap'n?'

"With a preparatory 'wall,' while a satisfied look overspread his face, the captain continued:

"'One of the wust shoals on the New Englun' coast is 'bout twenty-two league off Cape Ann, called Cashe's Shoals; yet fur all that th'r ain't much said 'bout 'em, which I never could explain, fur more vessels uv gone down thar than on any shoal of the same size along the coast.'

"'How large are the shoals?'

"'Wall, sailin' either side a quarter 'v a mile an' you're in sixty or seventy fathom, but right on the shoals, which is only a few rod across, the water ain't much over twenty feet deep. Why, it's so shaller I've seen kelp growin' up on top o' the water, an' when thar's a blow an' the big seas come rollin' in thar's I've seen 'em—a hundred feet choppin' down on the bottom—I tell *you* it's cruel. No ship could live thar in a storm, an' only smaller vessels can go over in calm weather. Wall, the Rattler, as I was a speakin' of, wus comin' 'long down the coast from Newf'n'land loaded with frozen herrin'. The night wus a black one, 'n the cap'n was off his reck'nin'. Least-

* The facts in the case are truthfully described. The Rattler, while returning to Gloucester from a voyage to *Newfoundland, in January, 1867, was overtaken by a furious gale in the vicinity of Cashe's Ledge. She was struck* by a heavy sea, thrown on her beam ends or rolled over, and finally righted with the loss of both masts. She arrived in Gloucester a few days later.

ways, fust thing any one knowed, a big sea lifted the vessel an' pitched her forrard. She struck her nose on the bottom, an' just then another big one struck her fair in the stern, an' lifted it clean over the bow; her masts struck an' snapped off, an' she went over the shoals an' floated in deep water on the other side, fair an' square on her keel, with both masts broke off to 'ithin fifteen feet o' the deck.'

"'Where were the crew?'

"'Oh, they were down below. They said it was all over afore they knew what was up; they didn't sense it at all at first. They said, all it was they was settin' thar 'n then,' illustrating by a motion of the hand toward the ceiling and back to the floor; 'they struck the deck 'n then came down agin all in a heap on the floor. They got up on the deck, kind o' dazed like, an' thar she wus, a complete wreck.'

"'How about the man at the helm?'

"'Oh, he was lashed. But he said arterwerds, when he felt the old craft spinnin' over, he thought it was all over with him. He held on ter the wheel fur dear life an' never lost his grip; but I tell you that's a tremendous strain on a man.' And the old captain clenched his large muscular hands as if he thought he, too, for a time, was being subjected to the same strain. 'He wus pretty nigh gone; but they unlashed him, took him down below, and did for him all they could. Arter they got into port, he was laid up fur a long time, but finally come round all right.'

"'How did they manage to get into port with their vessel a wreck?'

"'They had a fair wind, the current was in their favor, an' they finally fell in with a vessel that towed 'em in all right. That was the nar'rest 'scape I ever heerd of fur a vessel.'

"'Their good angels were watching over the crew that night, sure. If any one but you, captain, had told me that story I must say I should have doubted it.'

"'Wall, you needn't doubt it, for it's gospel truth, an' the man who owned the vessel was Andrew Leighton, of Glo'ster, an' the cap'n who sailed her was named Bearse.' And the veteran fish-dealer brought down his clinched hand upon an ice-chest that stood within reach with an emphasis that settled all debate more effectually than the most successful gag-law ever put in practice by the most astute politician."

DIALECT OF MARBLEHEAD FISHERMEN.—The first settlers of Marblehead came from the south of England, and many of them from the Guernsey and other channel islands, and the peculiarities of the dialects of their ancestors are still observable in this old town. Roads, in his History of Marblehead, says:

"So broad and quick was their pronunciation, and so strange were the idioms characterizing their speech, that a native of the town was known wherever he went. Nor was this peculiarity confined to any class or condition of men residing in the town. All shared it alike, of whatever rank or condition in life. The words were clipped off very shortly, and in some sections there was a slight difference in the dialect noticeable. The 'Cuny Lane' people always dropped the 'h' in speaking, and their vernacular was much like that of a cockney Englishman, in addition to that which betrayed them 'to the manner born.'

"Hardly a family in the olden time escaped with a correct pronunciation of its name. The name of Crowninshield became 'Grounsel;' Orne was transformed to 'Horne; Trefry was variously pronounced 'Duvy,' 'Tevy,' 'Trevye,' and 'Trefroy;' Quiner became 'Coonier;' Florence was clipped to 'Flurry,' and Thrasher was abbreviated to 'Trash.'

"So accustomed were many of the inhabitants to the cognomen by which they were known that in some instances they did not recognize their own names when called by them. An instance of this kind is related in the 'Life and Letters of Judge Story,' who was a native of the town. Once

while he was trying a case in the circuit court, in Boston, the clerk called out the name of one of the jury as Michael Treffrey (it being so spelt). No answer was given. Again he was called, and still there was silence. 'It is very strange,' said the clerk, 'I saw that man here not two minutes ago.' 'Where does he come from?' asked the judge. 'Marblehead, may it please your honor,' said the clerk. 'If that's the case,' said the judge, 'let me see the list.' The clerk handed it up to him. He looked at the same a minute and, handing back the list, said, 'Call Mike Trevyé' (throwing the accent on the last syllable). 'Mike Trevyé,' called the clerk. 'Here,' answered a gruff voice. 'Why did you not answer before?' asked the clerk. 'Treffrey is no way to pronounce my name,' said the juryman; 'my name is Mike Trevyé, as the judge knows.'

"Another anecdote to the same purpose is related in the work: 'On one occasion, when some of our fishermen were in court to settle a mutiny which had taken place on the Grand Banks (of Newfoundland), one, on being called to state what he knew, said that the skipper and one of his shipmates had what he called a 'jor of ile.' The presiding judge in vain endeavored to get a more intelligible answer, and finally Judge Story was called upon, as usual, to act as interpreter to his townsman, which he did, telling the court that a 'jor of ile' in the Marblehead dialect was 'a jaw, awhile,' which, being interpreted, meant that the two men abused each other grossly for some time.

"Though the dialect once so general among the people is now almost extinct, there are many words used occasionally to know the meaning of which would puzzle a stranger. Often when any of the natives feel cold or chilly they will say they are 'crimmy.' If they lose their way in the dark and become confused or bewildered, they will say that they were 'pixilated.' In speaking of the ceiling of a room many of the older people still call it 'planchment.' When a lady on examining a piece of sewing finds that it is carelessly or improperly done, it is not unusual for her to call the work a 'frouch.' When food has been improperly cooked it is spoken of as 'cautch.' When very angry for any reason it is a common occurrence to hear some one exclaim, 'Squeal 'im up!' 'Squeal something at him!' or 'He ought to be squealed up!' which being interpreted means, 'Throw something at him!' 'He ought to be stoned!' 'Stone him!' A crumb or a small piece of anything is called a 'grummet,' and a sulky or ill-natured person is said to be 'grouty.'"

FISHERMEN OF GRAND MANAN.—A writer in the Gloucester Telegraph of July 16, 1870, says:

"The fishermen of Grand Manan have a *patois* of their own. When one of them speaks of his 'brush' you do not at first suspect that he refers to his hair. His boots are 'stompers,' while his knife is a 'throater,' and his apron a 'barvil.' His hook is a 'dragon,' and his boats 'pinkies,' 'pogies,' and 'jiggers.' He counts time by the tide, and covenants with the parson to marry him to Suke about 'slack water.' The various preparations of flour and meal are known as 'fish-smother,' 'duff,' and 'joe-floggers'; hard bread and apples are 'grunt.' He applies 'she' to everything, from his wife to a cart-wheel or clock."

38. LITERARY TASTES.

Through the great abundance of cheap publications, at the present day, the fishermen are enabled to provide themselves with literary entertainment at small cost. The liability of having valuable books impaired or destroyed is often a reason for not carrying them on shipboard. We quote the statement of Mr. A. Howard Clark concerning the general character of the literature sold to fishermen by the newsdealers of Gloucester. He writes:

"I have called upon the newsdealers to ascertain the character and quantity of reading matter sold to the fishermen. The result as to character is a little better than I expected. They do not read magazines, such as Harper's Monthly, Scribner's, or the Atlantic. The great favorites with them used to be trashy dime novels, but the large variety of story papers now published

has largely taken their place, although some are still sold. The following are the weekly papers taken by Gloucester newsdealers and read mostly by the fishermen: New York Weekly, 100 copies per week; Saturday Night, 90 copies per week; Fireside Companion, 90 copies per week; New York Ledger, 70 copies per week; Police News, 55 copies per week; Family Story Paper, 50 copies per week; Yankee Blade, 25 copies per week; Harper's Weekly, 20 copies per week; Frank Leslie's Illustrated, 20 copies per week. About 350 copies of the Cape Ann Advertiser are sold to the fishermen; some daily papers, when the fleet is in port, for home reading; and about 1,000 copies yearly of dime novels and cheap library stories, such as make up Seaside Library."

It is by no means unusual to find on board fishing vessels some of the choicest books in the English language—history, poetry, and biography.

Dickens' works are very popular among many of the fishermen; Shakespeare, Byron, Cowper, and Abbott's "Life of Napoleon" are among the works which we ourselves have seen on vessels.

Philanthropists might secure a very great influence over the fishermen of Gloucester and other ports by systematically supplying the vessels with a small library of well-selected books, or, better still, by establishing for the use of the fishermen a well-planned circulating library. The fishermen are men of active minds, and many of them have *refined and studious tastes. Such a library* should be in the charge of some person who could help the fishermen in selecting their books, and who would take pains to stimulate their interest in literary subjects.

In Gloucester alone are over four thousand men, half of whom, at least, would doubtless rejoice greatly over the possession of some such facilities for mental improvement.

39. MORALS AND RELIGION.

The question of morals and religion is extremely difficult to discuss. The fishermen are, doubtless, on an average, far superior in moral character to other classes of sea-faring men. In *large ports, like Gloucester, whither flock the discontented, the disgraced,* and the ne'er-do-wells, as well as the most enterprising and ambitious of the young men from the whole coast, there is, of course, less attention paid to the question of morals than in rural communities, and the general moral tone of the fishing classes is below the average for the whole coast. There are, however, in Gloucester hundreds of men of upright character and unimpeachable veracity, and hundreds more whose character for honesty and truth is unquestioned, but whose views upon other moral questions might be subject to criticism. There are very few indeed of the men in the Gloucester fleet who may properly be called religious. The very fact that they are at sea *during* all *months* of the year, and unable to give attention to any subjects except those directly connected with their occupation, accounts for the fact that fewer of them are identified with religious organizations than in the smaller towns, where the fishermen are on shore for at least half the year, and are surrounded by influences which would lead them to such association.

OBSERVANCE OF THE SABBATH.—The observance of the Sabbath is practically obsolete among the fishermen of Gloucester, when on the fishing grounds; though when they are making a passage to and from port it is not customary to perform any work except that which is necessary for the management of the vessel. There are, however, a few Gloucester fishermen who observe the Sabbath, a practice which is almost universal among the fishermen of Cape Cod and the smaller ports of Massachusetts, and some of those of Maine. It is believed that the captains of vessels from certain portions of Cape Cod would lose their commands, or would at least suffer much damage to their reputation as respectable citizens, if they were known to fish on Sunday. When the vessels are in port, Sunday is very generally observed everywhere along the coast of New England. The

families of our fishermen are almost always identified with some religious sect, and the churches of fishing ports are as well supported as those in any other section of the country.* In the whaling fleet where, as a rule, morality among the men is at low ebb, Sunday is rarely observed. It is a matter of history, however, that during the present century the masters of several whalers sailing from the eastern end of Long Island, although they came in with full cargoes of oil, lost their commands because they would not go in pursuit of whales on Sunday.

At two successive annual meetings, those of 1880 and 1881, the United States Menhaden Oil and Guano Associations unanimously passed a resolution to the effect that the steamers and other vessels belonging to members of this association should not be allowed to fish on Sunday.

Shore fishing is almost entirely suspended on Sunday in New England, and it is believed that the same practice is prevalent throughout the whole length of the Atlantic coast, extending even to the shad fishermen of the rivers. In fact, many of the laws which have been framed for the protection of shad in our rivers, provide a close time every week, from sunset Saturday night to sunrise Monday morning, taking advantage of the well-known practice of refraining from fishing on the Sabbath day.

The shad fishermen of the Saint John's River, Florida, fish on Sundays, though there is a general sentiment against this practice among the fishermen who are forced into it by the example of one or two of the most powerful capitalists.

PROFANE LANGUAGE.—The use of profane language is extremely prevalent among fishermen, and there are but very few vessels from any part of the coast on which oaths are not constantly heard; particularly is this so on Gloucester vessels. A few of the masters are opposed to the practice and endeavor to restrain it, but ordinarily no effort is made in this direction. Almost as common is the use of vulgar and indecent words. The atmosphere of the fishing vessels is full of coarse language, and the ears of young fishermen become so habituated to it that, not being

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*One said to him, "Well, Jud, how many fish have they caught to-day at Star?" Jud looked askance, and answered like one who did not wish to be trifled with, "We don't go a-fishing Sundays."—Thaxter's Isles of Shoals, 1873, p. 102.

"While Mr. Brock resided at the Shoals he persuaded the people to enter into an agreement that, besides the Lord's day, they would spend one day in every month together in the worship of God. On a certain day, which, by their agreement, was to be devoted to the exercises of religion, the fishermen came to Mr. Brock and requested that they might put by their meeting that day and go a-fishing, because they had lost many days by the foulness of the weather. He pointed out to them the impropriety of their request, and endeavored to convince them that it would be far better for them to stay at home and worship God, according to their agreement, than to go a-fishing. Notwithstanding his remonstrance, however, five only consented to stay at home, and thirty determined to go. Upon this, Mr. Brock addressed them thus: 'As for you, who are determined to neglect your duty to God and go a-fishing, *I say unto you, catch fish if you can.* But as for you, who will tarry and worship the Lord Jesus Christ, I will pray unto Him for you that you may *catch fish till you are weary.*' Accordingly, the thirty who went from the meeting, with all their skill, caught through the whole day but four fishes, while the five who tarried and attended divine service, afterwards went out and caught five hundred.

"To a poor man who had lost his boat in a storm Mr. Brock said, 'Go home, honest man; I will mention the matter to the Lord; you will have your boat again to-morrow.' Mr. B., now considering of what consequence this matter, that seemed so small otherwise, might be among the untractable fishermen, made the boat an article of his prayers, and behold, on the morrow the poor man came to him rejoicing that his boat was found, the anchor of another vessel that was undesignedly cast upon it having strangely brought it up from the unknown bottom, where it had been sunk.

"During the ministry of the Rev. Mr. Moody at the Shoals one of the fishing shallops, with all hands on board, was lost in a northeast storm in Ipswich Bay. Mr. Moody, anxious to improve this melancholy event for the awakening of those of his hearers who were exposed to the like disaster, addressed them in the following language, adapted to their occupation and understanding: 'Supposing, my brethren, any of you should be taken short in the bay in a northeast storm, your hearts trembling with fear, and nothing but death before you, whither would your thoughts turn? What would you do?' 'What would I do,' replied one of these hardy sons of Neptune, 'Why, I should immediately hoist the foresail and scud away for 'Squam.'"—Coll. Mass. Hist. Soc., vol. vii, 1st series, pp. 247-252.

accustomed to more refined discourse, they think nothing whatever of it and see no impropriety in its use.

TRUTHFULNESS: SOCIAL VICES.—Concerning other virtues, such as truthfulness, honesty, and general reliablity, fishermen do not appear to have any special peculiarities, but it is believed that they will compare favorably with other men of similar grades in society.

Social vices are much less common among fishermen than among other sea-faring men, except in the largest ports; the morality of the communities to which fishermen belong is unimpeachable, or, at least, will compare favorably with those of any other section of the country, while in the larger towns the social evil is by no means so prominent as in the manufacturing towns. There are, of course, depraved men among the fishermen whose vicious instincts are increased by the irregular character of their occupation, but a large majority of the fishermen, even of Gloucester, are pure in their morals.

The laxity of morals, which is often attributed to certain classes of our fishermen and to the provincial ports which they visit, in connection with their cruises upon the off-shore banks, is believed to be very much exaggerated. Outside of the larger ports, as has been stated, there is but little in the practice of the men upon the fishing vessels which can be criticised by those who are familiar with their habits.

INTOXICATING DRINKS.—In most of the fishing towns along the coast spirits cannot be obtained upon any pretext whatever, except in the large cities which incidentally engage in fishing. There is no fishing port except Gloucester in which fishermen, or indeed any strangers, would not find extreme difficulty in obtaining intoxicating liquor. In Gloucester strenuous efforts have been made to overthrow the liquor traffic, both by prohibition laws and license laws, and it cannot be said that liquor is there freely sold, although those who are familiar with the town have but little difficulty in obtaining it. Drunkenness is not a vice to which fishermen are addicted.

In the chapter upon "Life on shipboard," allusion is made to the custom, once universally prevalent, of carrying a supply of rum on Massachusetts vessels, and it was no less common for the shore fishermen to carry their jugs with them when they went out in their boats upon the fishing grounds. This custom has become obsolete to such an extent that the shipping articles of every fishing vessel require that "no ardent spirits shall be carried on board," and many Gloucester shippers are so opposed to intemperance that they promptly discharge men who are known to have been guilty of drunkenness. The medicine-chest is not supplied with liquor, even though the use of so important a restorative would perhaps frequently to be attended with good results. It seems as if public sentiment were somewhat too radical when it forbids to the fishing vessels the privilege of carrying a small supply of spirits for use in cases of exhaustion. Many experienced men, however, agree that such benefits are more than counterbalanced by the evils that would result from the practice of carrying even the smallest quantity of intoxicating spirits on board of our fishing vessels where discipline is so entirely absent as it is at the present time.

Much trouble is caused by the free sale of liquor in the ports of Newfoundland, where our cod fishermen frequently make harbor, and until within a few years the same difficulty has been met with in the ports of Nova Scotia and Cape Breton. At the present time prohibitory laws are there enforced with great strictness, and nowhere save in Halifax and some of the other large ports can liquor now be bought. In ports where liquor is sold, vessels are often detained on account of men wha get drunk and refuse to go on board, or become involved in brawls.

The "temperance reform" in Gloucester in 1876 seems to have had a wide-spread influence among the fishermen—an influence which is felt to the present day. The local papers for some months were full of the subject. In the Cape Ann Advertiser of February 25, 1876, is printed a

list of twenty-two vessels from Gloucester manned entirely by temperance men. On the 3d of March a grand reception was given by the "Reynolds Temperance Reform Club," of Gloucester, and in the street procession four hundred George's fishermen marched.

The oystermen of the Chesapeake are, as has already been remarked, lawless and quarrelsome, and the same characteristics are met with among the other fishermen of the same region, many of whom are engaged in the oyster fisheries part of the year, in the shad fishery in the spring, and the menhaden fishery in summer. Conflicts occasionally occur between fishermen from different sections. The war between the Maryland and Delaware fishermen in 1876 was a serious affair, resulting in injuries to several men.

40. THE FISHERMEN'S LIFE ASHORE.

HOME LIFE.—The home life of the fishermen has already been partly described under the head of education. In Gloucester, perhaps from twenty-five to thirty per cent. of the fishermen are married and have homes of their own, while in other fishing ports the percentage of married men is still greater, and very few indeed among the fishermen are homeless. On Cape Cod and in the smaller fishing ports of Massachusetts and Connecticut, as well as on the coast of Maine, the fishermen, as a rule, own their own houses, marry young, and are surrounded by large families of children. As has been already said, their wives and daughters are usually well educated and refined in their tastes. Even on remote islands on the coast of Maine many of the fishermen's houses are comfortably and tastefully furnished. The walls are hung with engravings, and books and musical instruments are to be found. It is not at all uncommon to find a piano in the house of a fisherman. The earnings of the successful fisherman are almost always applied to the building up of a pleasant home for his family, and to the education of his children, for whom he almost always has the ambition that they shall be fitted to follow some other occupation than the one to which his own life has been devoted. This is true in the outlying ports as well as in the larger towns. It is amusing and seems incongruous, after making the acquaintance of a rough-looking old fisherman, sun-browned and weather-beaten, who looks as if he rarely put foot upon the shore, to be invited to his house, and to find him perfectly at home among the well dressed and gentle women of his family, surrounded by luxuries and conveniences which, three centuries ago, would hardly have been found in the palace of a king.

The old age of the fisherman is usually spent pleasantly in the home which his industry has established, his daily amusement being to visit the wharves and talk over the experiences of the past and discuss the doings of his successors.

Many of the sea-port towns of New England are made up, in large part, of the houses which have been reared by fishermen of the past or present generation.

Mr. Henry L. Osborne makes the following observations on the routine life of the Gloucester fishermen when on shore:

"UNLOADING THE VESSEL.—After the fisherman returns from a voyage he is not at once free, but must work for a few days in unloading the vessel's cargo. His first few hours ashore are very likely to be spent in cruising about to learn the news, and it is not improbable that he may take a few drinks with any old comrade whom he meets, while the two 'talk things over' and compare notes. He must, however, settle down to work not long after his return, because the owner is anxious to have the cargo brought to light, to have his vessel empty, and thus to be ready for any new and promising venture. The work of unloading usually takes two or three days, or even more in case of large vessels. When ready to begin operations, all hands, armed with pews, invade the hold, the deck, and the wharf, and pitch out the fish from the kenches in the vessel's hold.

House of shore fisherman at Cape Ann, Mass.

From a photograph by T. W. Smillie.

From below the fish are thrown on deck; they are then thrown to the wharf, placed on scales, and weighed. It is the duty of all hands, except, I believe, the cook and the skipper, to help in this work. If the cook be a worthy one, he improves the occasion to clear out the forecastle lockers, to wash up the pans, kettles, and other utensils, knives and forks, spoons and crockery, and, in short, to leave things after him in a decent state. If the vessel has ended her year's work and is ready to lay up for the winter, he will pack up the dishes and other kitchen furniture, clean up the galley stove and treat it liberally with oil to keep away rust, and will remove to the storehouse of the firm all of the ship's stores that have not been consumed. The skipper's duty is to direct the unloading of the fish, a labor in which he may possibly bear a hand, though I believe he is not obliged to. The work proceeds, enlivened by stories and small talk and occasional potations of beer and other liquors, until all the fish are out of the vessel. All hands are then free to do as they please, and, after drawing their pay, may ship for another trip, or may depart, never to be seen again.

"In some cases a man may not care to unload a cargo, or at least to do his share in the unloading. In such a case he is allowed to hire some one to do this portion of the work. A man may be sick when the vessel gets in, or having so much money coming to him, may feel too lazy to work; or he may find a chance to ship, and, not caring to lose it, engage a substitute to do his work. Hence the practice of hiring substitutes to work in the unloading is not unusual.

"DRAWING PAY.—When the work of unloading has been finished the trip is considered at an end. The market value of the fish is then determined, and the proper share of each man is ascertained. The share of each man is at his disposal in the form of a check payable to bearer. Any money he may want to use before drawing his share is advanced by the firm, and subsequently deducted.

"THE BOARDING-HOUSE.—On reaching land after a trip the fisherman's first move, if unmarried or without a home at Gloucester, is toward his boarding-house. Here his arrival is unannounced, yet its suddenness creates but little surprise, because such things are every-day matters. His ambitions for the time center themselves in putting on some clean clothes and then in getting a thorough renovation at the hands of a barber.

"These boarding-houses are sailor's institutions. They are similar to the sailor boarding-houses which exist in every seaport town, yet in morality they are higher than these, nor are their owners such incorrigible rascals. The price of board varies from $3 to $6 per week, and at the latter price very good fare is furnished. The boarding-houses vary greatly in their reputation. Some are *pleasant, home-like places of good character; others are dingy and tumble-down houses, and in* many cases of a not altogether enviable reputation.

"By the more careful, the board bill is paid at frequent intervals, before it can become large. In other instances it is allowed to run until it has grown to an important amount. In such cases the fisherman often loses all track of its amount and he is then placed at the mercy of his boarding-master. If the boarding-master be dishonest, he may liberally increase the amount of the bill in defiance of detection, for the cheated man has no means of defending himself. In this way the fisherman is very often imposed upon, sometimes knowing nothing of it, and at others knowing it, but unable to protect himself.

"TRUSTEEING.—In order to protect the boarding-masters, lest the fisherman depart without paying his bill, a practice exists in Gloucester known as trusteeing. It is, in effect, attaching for the debt the proceeds of the fisherman's trip. A practice similar to this, called "factorizing," by which the factory hands are forced to pay their bills, exists in factory towns. The necessity is quite evident for such a law in Gloucester to protect honest boarding-house keepers against dishonest guests. It would seem that a law to protect the fishermen might also be a wholesome

thing. I am informed that the boarding-house keeper cannot trustee for small amounts, it being regarded as unjust that the fisherman should pay the lawyers' fees, unless the suit be an important one.

"AMUSEMENTS.—During his stay on shore, after the vessel has been unloaded, the fisherman's life is an aimless hunt after excitement and new forms of amusement. A few days are enough to tire him utterly of land and shore doings and he is looking again for a new chance. During these leisure days his day-time when not at meals is spent in visiting the wharves, sail-lofts, various stores of the firm owners, and similar places. There he meets others of his vocation and with them talks of the deeds of the past or the prospects for the future. With them he may go to some not far distant bar-room where they can compare notes over their beer. At these times a circus or any similar excitement is gladly welcomed.

"SEEKING A NEW BERTH.—In his pursuit of pleasure ashore the fisherman always seems somewhat ill at ease and anxious to get back to his work. Almost as soon as he is free from one trip he begins to look about for another. If his vessel is going out again as soon as she unloads, he may stay by her.

"MAKING READY FOR A NEW TRIP.—Having shipped for his new trip the fisherman's life again presents to him a definite object. The vessel must be put in order for her voyage: the sails, when they are not strong enough, must all be renewed; old ropes, too weak for a blow, must be replaced by others; new gear must be provided for use in case of emergency; complete outfits of hooks, gangings, and other elements of trawl structure must also be laid in; as well as all sorts of odds and ends that may be needed during a long absence.

"There is salt to be procured and stowed in the various compartments of the vessel's hold, and the water barrels must be filled. The cook, meanwhile, must busy himself about the various stores needed for the crew during the entire time of absence. He must draw from the store of the firm flour, tea, sugar, molasses, pork, lard, fish, cheese, candles, salt, and kerosene, and a thousand articles, convey them on board, and stow them away all safely below.

"Each man has stowed in his bunk his bed-sack and other belongings, and all hands on deck present to Gloucester Harbor the familiar sight of stout forms hoisting the huge mainsail, heaving up with a monotonous click, click, at the windlass. Now her bow falls off from the wind, the mainsail draws, the other sails are quickly set, and she soon leaves Gloucester far behind."

41. LIFE ON BOARD THE VESSELS.

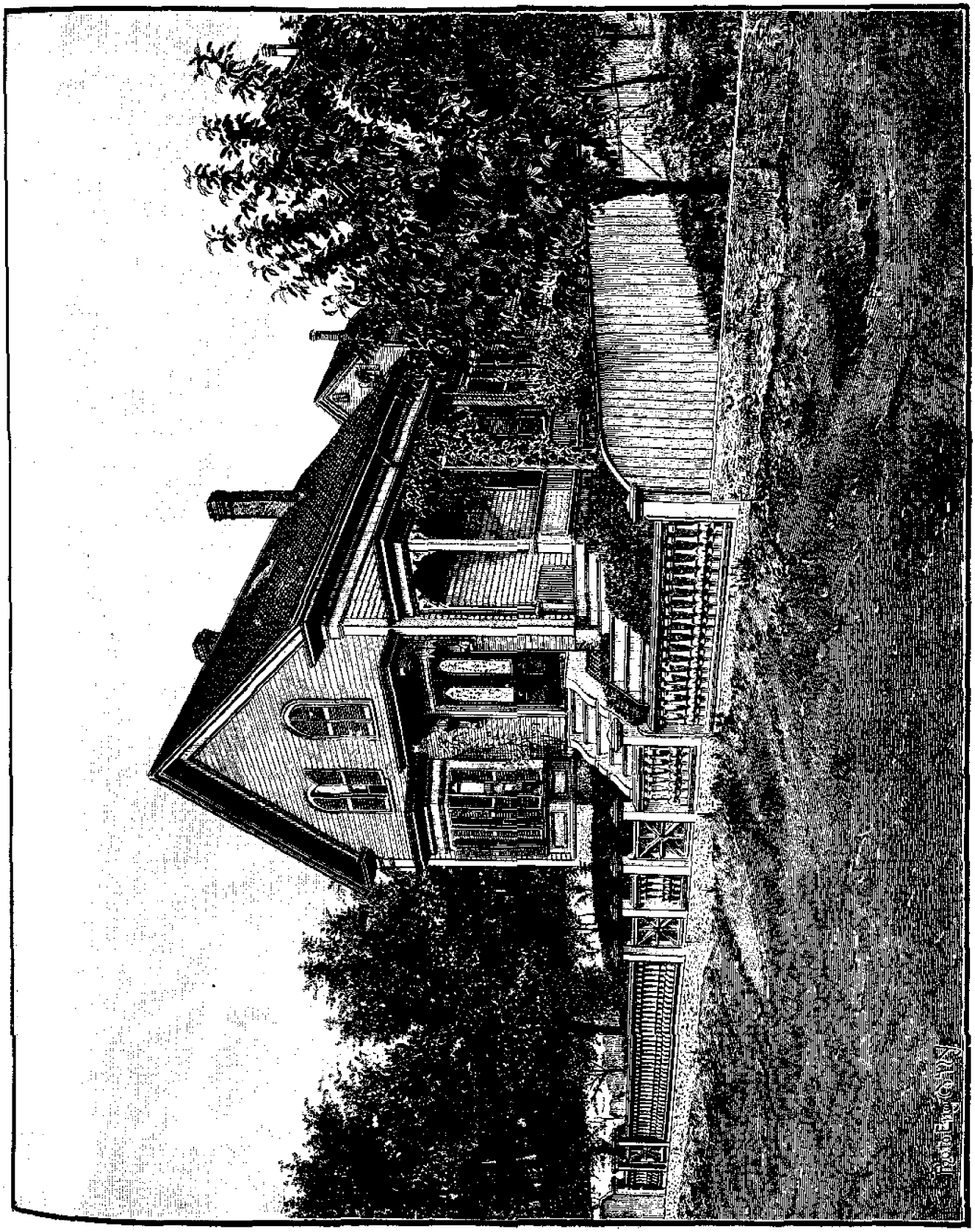
The life of the fishermen on board their vessels is so well discussed by Mr. Henry L. Osborne that little more need be said concerning it. By reading his descriptions, one may form a very vivid and accurate mental picture of the life of the fishermen. Mr. Osborne's notes were collected during a trip to the Grand Bank in the cod-fishing schooner Victor, of Gloucester, in the summer of 1879, in behalf of the United States Fish Commission.

Mr. Osborne discusses the subject under three heads: (*a*) Routine of daily life on the Banks; (*b*) Pastimes on board ship; (*c*) Routine of life at baiting stations.

"ROUTINE OF DAILY LIFE ON THE BANKS.

"MEALS.—As soon as the first indications of daylight were noticeable in the east, the cook would emerge from his berth, rake up his fire, which he never permitted to go out, and proceed to prepare for breakfast. At 4 o'clock, or not far from that hour, he announced the meal by a blast with his whistle, a summons which was usually obeyed with somewhat of tardiness.

"Dinner was usually ready at 11 o'clock, though never much earlier. Sometimes it inter-



Home of haddock and mackerel fisherman, at Gloucester, Mass.

From a photograph by T. W. Smillie.

rupted the work of cleaning the fish. In this case the men washed the gurry off their clothes and hands and sought the table. As a rule, the dinner was announced after one gang of cleaners, at least, were done; these would then wash up and go below. In this case, some from each table would sit down together, those properly belonging to the second gang occupying the place of the absentees of the first division.

"The supper was usually served about half past 3 or 4 o'clock, coming directly after the trawls had been baited up for the night-set. The men, if they wore the oil-skin suits in 'baiting up,' did not take them off before sitting down to the table.

"In addition to three regular meals, two very definite informal meals were provided, besides slight lunches at all times. It was a fixed habit with the men to proceed below to 'mug up' the instant they came aboard from a haul or set. At evening, when he came on board from setting the trawl, the fisherman invariably went at once to the dish-locker and took from it one of the brown earthen mugs. This he filled from the tea-pot, which the cook had left partially full of tea from supper. Then turning to the provision-locker, he extracted thence bread, pie, cake, or meat, according to his fancy and the state of the larder. From these he made a very enjoyable meal, talking meanwhile with those who were going through the same operations in their turn. This 'mugging up' was also regularly practiced in the morning after the return from a haul.

"One might expect that the food of the fishermen, especially when fishing, would consist quite largely of fish. I had expected that it would be so, but found nothing of the sort. Only once a week did the cook furnish fish, and that was on Friday, which was quite natural, since nearly all hands were Catholics. The fare of the fishermen is far better than one would suppose who has heard stories of the poor living of other sailors. They live far better than any other class of seafaring men, and have provisions of a better grade and in greater variety.

"FISHING.—After they had finished breakfast, the crew at once got ready their dories and, embarking, pulled away toward their outside buoys. This was usually just about sunrise; very often, indeed, when the day was clear the dories were away from the vessel before the sun came up. When the weather was foggy—and it was foggy almost all the time during July and August—the skipper was occupied, during the absence of his men, in blowing a horn and ringing a large bell which hung from the main-boom, just over the wheel-box, to guide the men in their rowing, and upon occasion he used to fire off a swivel to let them know the vessel's position.

"The haul usually occupied the time till nearly 8 o'clock, sometimes longer, when any one failed to find his outside buoy or 'parted,' or was overtaken by any other accident to his trawl. After the dories had come back and were unloaded the crew 'mugged up,' and then dressed the fish and salted them down in the hold. This usually kept them leisurely at work until toward 11 o'clock, at which time they 'washed up' and went to dinner.

"After a brief respite they began to make preparation for baiting up the trawls for the evening's set. Any who had their trawls snarled took this occasion for 'clearing' them; others, more fortunate, forgot their troubles in sleep. By 1 o'clock or thereabouts all hands were turned out by the skipper's 'Well, boys, let's bait up,' and ere long all were industriously at work getting bait from the pens, chopping it into pieces of the proper size or fastening it to the hooks.

"While the men thus occupied themselves, the cook improved his time by 'cutting out' sounds. This business our cook pursued assiduously, often snatching a few moments from his work before dinner to cut out sounds while the crew were 'dressing down,' and finishing his task while they were baiting, and his assiduity repaid him when he reached Gloucester to the extent of an additional $20. After supper, which was purposely placed early, the dories were hauled up from the stern, where they had been left fastened since morning, and loaded up with the trawls, five tubs

in each. Then the men jumped into them and pulled strongly away, each in his own direction. After their departure, the vessel was again left vacant. The only sound to be heard at this evening hour was the scrape, scrape, scrape, thud, thud of the cook's knife, or the tramp of the skipper's boots as he paced the quarter-deck for exercise. The men usually finished setting and returned to the vessel just at sunset. The dories were hauled on board, the men took the bearings of their buoys, and then all was done for the night.

"WATCHES.—The watch on the bank was only kept at night, and was much shorter than when the vessel was on a passage. It was usually set from 7 or 8 o'clock in the evening until 3 the following morning, or later, when the sun rose later during the last baiting. A single man kept the deck during his portion of the watch, then called his successor. The password in those times used often to contain directions as to the proper care of the vessel. Each man was expected to pump the vessel out at the end of his watch on blowy nights; one of his duties was to watch the cable and 'fleet the strad in the hawse-pipe,' if necessary; that is to say, veer out the cable a little to prevent it from being chafed and parted.

"The watch was not always very strict in the performance of his duty. He made frequent excursions into the cabin to consult the clock, and to assure himself that he was not losing track of the flight of time. Indeed, it is said that the men sometimes regulated the clock during their watch so that the man of the last watch found the dawn breaking much later than usual.

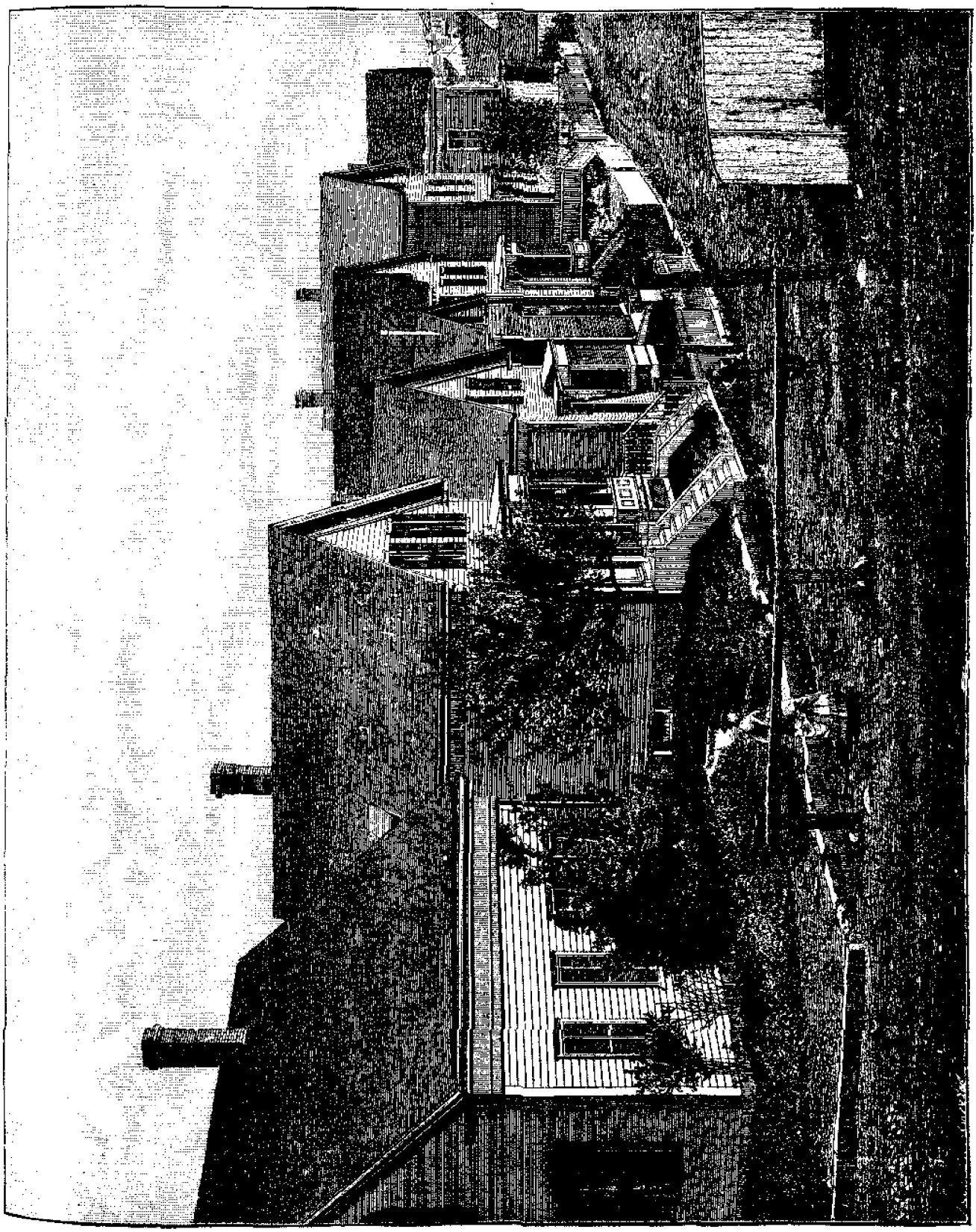
"LIGHTS.—In the evening, as soon as it began to grow dark, the cook lighted a large lantern, with convex lenses on four sides, and hung it in the fore-peak halyards. This was the only light used to warn off vessels: the red and green lights were used only when the vessel was running.

"BLOWY DAYS.—Sometimes we had 'blowy days.' All day and all night long the wind would whistle through the rigging and the sea become so rough that even the stanch dories could not be trusted over the side. On such days fishing was interrupted. If the trawls were out they must remain till the wind moderated. The men did not seem to enjoy their enforced leisure at such times. Meals were served at more suitable hours than during moderate weather, and they slept much; the sense of ennui seemed overpowering.

"PASTIMES ON BOARD SHIP.

"CONVERSATION.—The fishermen, for the most part, passed their spare time, of which they had abundance, in idling. In order to break up the monotony of silence they talked a very great deal on various subjects.

"At such times a good story-teller was a great blessing, and even one of poor grade was willingly listened to. All sorts of short stories circulated, also Irish bulls, witty retorts, &c., and a good story was usually greeted with hearty laughter. Among the stories told one might frequently hear those of which the morality was unquestionable, yet it was noticed that when a smutty story was told it was partly excusable, since it was usually irresistibly ludicrous. Indeed, in some cases stories were begun in which the principal point lay, not in fun, but in filth, and these were growled down by more than one of the hearers. Narratives of personal adventure were also in great demand. Those who had been in the merchant service; who had sailed to foreign shores, and who could acceptably describe these scenes or tell of their adventures, were heard with a great deal of interest. One fertile topic of discussion was the oppression of sailors, particularly in the merchant service. Instances of ill-treatment were often told, and the conduct of the captain roundly condemned. When the maltreated sailor came off first best the expressions of satisfaction from the listeners plainly indicated the side with which they sympathized. The oppressions of the boarding-house keepers were also examined into, and to have left one of these



Fishermen's homes at Gloucester, Mass.

From a photograph by T. W. Smillie.

houses without paying one's bill was thought very praiseworthy. Among the narratives of personal adventure there were a great many stories of conquests among the fair sex, especially of flirtations and intrigues in the various harbor-ports frequented by fishermen.

"In addition to these were yarns, often listened to with close attention by a crowd collected forward or down aft. The story would often be merely the adventures of some sailor or the plot of some robber story of dime-novel circulation. Sometimes the hero was placed in the first person, or, *in other words, the story-teller represented the adventure as his own. More often, however,* they belonged to an imaginary hero, who was invariably called Jack: sometimes the supernatural powers were invoked, thus adding to the complication of the plot. Among their stories fairy tales had a place: I noticed several that I recognized, notwithstanding their new dress, as *nursery tales told to me when I was a boy. In all these tales the imagery was such as a fisherman* author would imagine. It was homely; comforts were those regarded by him as such, and beauties were those which were beautiful to him. Thus, in a version of Beauty and the Beast, the father, all tired and wet, was led into a warm kitchen, where a dry suit was hanging before the fire ready for him. He was then conducted into a warm dining-room where he found a good supper of beefsteak awaiting him. After supper he 'turned in.' In all the fairy stories Jack used to slay the dragon, and, after he had exposed the deceits of his rival, all hands made a triumphal march to the church, where he was married happily to the king's daughter.

"MUSIC.—Somewhat akin to yarn-spinning was ballad singing, which, however, was less frequently indulged in, since singers were scarce, while any one could tell a story. The song was always a solo, and the words, in the form of a ballad, the story of some shipwreck, of sailor-life, or of some kindred subject, to which they listened intently.

"CARDS.—As might be expected, one of the favorite pastimes was cards. On the evening of the very first day out from Gloucester, as I made my way forward to the knight-heads, I found a group of six playing 'forty-five.' They paid five cents each for the privilege of playing, and then the man who made forty-five points first won the stakes. Later during the cruise the game of 'loo' began to create a great stir and for several nights the players continued their game far into the night. This was however effectually opposed by the other inhabitants of the forecastle, who were unwilling to have their slumbers disturbed. Various other games of cards prevailed at various times, and among them cribbage seemed quite a favorite. Card-playing, however, finally died out from the fact that the cards became utterly worn out and no other pack could be procured

"ROUTINE OF LIFE AT BAITING STATIONS.

"FILLING WATER.—While in harbor the fisherman's duties are extremely light and his time is left almost entirely free for any form of diversion that may suggest itself. Any work that in the vessel's economy may need doing he must, however, perform. One of these duties is the replenishing of the water supply. As often as the vessel goes to land all the barrels are overhauled and the empty ones are filled. This process, known as 'filling water,' was performed several times by our crew. I remember it most distinctly at Cape Broyle on the occasion of our first visit. We anchored at two or three o'clock well up the harbor and not far from a shelf of rock, over which a pure mountain stream ran down into the sea. This stream dropped down from the rocks above in a small cascade and furnished nice water and a convenient place for filling the barrels. Soon after the anchor had been let go and the sails snugged up for a short stay, the skipper gave out the order to bring up the water barrels and 'fill water.' Two or three barrels were then put into each of the three dories and the men then rowed away to this natural reservoir. It so chanced that the men forgot to bring a funnel *with them from the* vessel. *Any one else* in this condition would

have been in trouble, but a fisherman generally can extemporize a very good one. When they reached the stream and were ready to begin filling the barrels, one man drew off his oil-skin trousers and crumpling up one leg at the bottom, introduced it into the bung-hole. He then held up the leg of the trousers, while bucket after bucket of water was poured in, and found its way into the barrel. This stream and many others like it running from this natural spout and thus easy to catch are found in the various coves and harbors that indent the shore line of Newfoundland, and the places where they occur are known among bankers as 'good places to fill water.'

"TAKING IN ICE.—Another duty of the fisherman while in harbor is the care of the ice, which is used in preserving fresh bait. In some cases the vessel can be hauled up to a wharf and the ice brought down in wagons and slung on board with very little trouble, but often this cannot be done, because of the shallow water in the harbor, and it is then necessary that it should be brought aboard in dories. When our vessel iced at Trinity Bay the dories were all sent ashore and beached out of reach of the swell which would have otherwise kept them too unsteady. The ice was then taken from the rude wagon in which the dealer drew it to the shore, carried to the dories and packed in them. The men handled the ice, for the most part, without tongs, their hands being protected by mittens, and carried the huge blocks in their arms. As each dory was loaded it was shoved off and rowed to the vessel. Coming alongside, the ice was slung on board with a tackle and dropped into the hold, where it was received by men and stowed in the ice-pens.

"ICING BAIT.—A third duty of the fisherman, at this time, is to care for all the bait which is brought on board, icing or salting it as the skipper directs. I presume that all kinds of bait are treated alike, but my personal observation relates only to the squid as iced at Trinity Bay. When some thousands had accumulated, several of the crew 'oiled up' and prepared to 'ice' them. The labor was divided and operations began. One gang brought blocks of ice from the ice-pen, passed them to the deck and into one of the huge tubs used in splitting. The tub was placed during this operation on the quarter-deck, just aft the main shrouds, and the squid usually lay in one or more piles somewhere near the tub of ice.

"Two men stood by the tub and each one began with his pew to pick the ice into small pieces. After it had been reduced to the proper size, it was thrown into a basket and passed through the after hatch into the hold. Here it was received by a second man who passed it into the bait-pen to a third, who, receiving the basket, emptied the ice on the floor of the pen and spread it evenly in a layer 3 or 4 inches thick. When he had thus covered the bottom of the pen, he called for squid. A layer of squid was now spread over the ice followed by another layer of ice. In this way four or five baskets of ice and squid were alternately laid down until at last the bait was all iced. The man in the bait-pen handled the bait and the ice with mitten-covered hands, standing on the floor till the layers of ice and squid rose too high for convenience and afterward he stood on the bait.

"It was the regular practice to ice at night all the bait which came on board during the day. Several times the bait came to us so fast that by noon as many as 5,000 had accumulated. When this happened all hands would turn to and ice them, also icing in the evening those received later.

"VISITING, STROLLING, &C.—As soon as the vessel is anchored and properly cared for one of the first things is to go ashore and 'take stock.' Soon a dory may be seen leaving the vessel's side. One or two men are rowing and the others are grouped in the bow and stern. Rowing toward one of the rude wharves that line the shore, they all scramble up, and, making the dory fast, spread out over the town, generally in little knots of two or three. In accordance with the habit of Newfoundlanders, they enter any house that may seem attractive, and without any introduction proceed at once to talk of the fish, the bait, their trip, or kindred subjects of mutual interest.

They are very likely to ask if milk can be bought there, or where they can buy it. Quite often something stronger than milk is asked for, and wines or gin or red rum are drunk. None of our men became intoxicated to excess, though two or three came aboard in a pretty jolly condition. Sometimes the men did not go into any of the houses, but contented themselves by talking to the men they met on the street, or strolled around the town or into the outskirts, noting the people and the houses.

"DANCES.—One of the favorite pastimes of a crew, while 'in baitin,' is a dance. So often have they had these dances in Newfoundland that one of the first questions that a 'livier'* puts to a new-comer is, 'Are you going to get up a dance?' Usually they hire the house of some native, and when they have no fiddler in the crew hire some one to fiddle. They then summon all the girls in the place by a general invitation. The crew, during our cruise, went to several dances, two of which they got up themselves. At Bay of Bulls, on our last baiting, they decided to have one of these dances, and secured a most miserable house for this purpose. There was no fiddler, but only a boy who sang for them, or, according to the Newfoundland vernacular, made 'chin-music.' The reports from the party on the following morning made me anxious to see one of those dances, and I was therefore glad to hear talk of their having another one.

"I went into the room—the living-room of the house—in which the dancing was to take place. The ball had already opened. The room was one of the poorest I had yet seen, even in Newfoundland. The uneven floor was utterly barren of carpet, mats, or any covering. A shaky, crazy-looking lamp on one wall threw a dismal light about, and showed the crew and about eight girls seated on benches that lined the wall. In the immense fire-place sat the mother of the family, holding in her arms a baby of two years. When I entered, the host was leading off with an opening break-down. His unwieldy movements as he tried the double-shuffle in his heavy cowhide boots were very grotesque. The orchestra furnished 'chin-music.' The musician was a young man who hummed in a sort of grunting nasal tone various tunes of proper time for square dances. It is utterly impossible to describe the sound which this musician produced; it was a succession of nasal tones in the key of C. The minstrel was at intervals inspired by such words as these, 'That's it, Thommy, me b'y, gi' de bies a tune,' and kindred exhortations. Their dances were all the square dances, and generally the well-known lancers. The various figures were called off by one of the crew. The sailors apparently enjoyed themselves just as well as if the music had been very much better. They paid the old man a couple of dollars for his house, gave the sweet singer a fee, and were finally on board the vessel at about four o'clock in the morning."

42. PUBLIC SERVICES.

SERVICES IN TIMES OF WAR.—The importance of the fisheries to the prosperity of nations has frequently been alluded to by the writers who have taken this subject into consideration. In Sabine's "Report on the Principal Fisheries of the American Seas"† numerous instances are given in which the fishermen of the United States have rendered important services of this kind.

The people of Marblehead, Gloucester, Salem, Beverly, and other fishing ports of New England were among the foremost to meet the enemy in the Revolutionary war. The privateers which played so important a part then and in the war of 1812–1815 were largely manned by fishermen, especially those from Newburyport.

"The services of the people of Marblehead," says Sabine, "are entitled to particular notice. They were invaluable upon the sea and upon the land. When, in 1774, the port of Boston was

* A resident of the Newfoundland coast is, in fishermen's dialect, a "livier."

† Pages 198–210.

shut by act of Parliament, they tendered to their suffering brethren of the capital the use of their wharves and storehouses free of charge. The first actual avowal of offensive hostility against England which is to be found in the revolutionary annals, is an act passed by the Provincial Congress of Massachusetts in November, 1775. It was framed by Elbridge Gerry, a merchant of Marblehead, whose business depended upon the fisheries. It authorized captures upon the sea. With its preamble it was printed in the London Magazine as a political curiosity, and John Adams calls it 'one of the most important documents in the history of the Revolution.' Who 'hoisted the first American flag?' and to whom 'the first British flag was struck?' are questions in dispute between the friends of different claimants; but Mr. Adams confers both honors upon John Manly, of Marblehead, who captured a transport having on board a mortar, which, transferred to Dorchester heights, 'drove the English army from Boston, and the navy from the harbor.' The fishermen of this town appear to be entitled to the same precedence in naval affairs under commissions authorized by the Continental Congress, since it is stated that John Selman and Nicholas Broughton were the first commanders appointed by Washington after he assumed the direction of affairs. Another commander of merit was Mugford, who took a powder ship early in the war, and perished in the enterprise. And still another was Samuel Tucker, who, successful beyond his compeers, is said to have captured more British guns and British seamen than Paul Jones, or any other captain in the service of the thirteen States. Of the exploits of individuals of humbler rank, two examples must suffice. In 1783 'three lads' were put on board of a brig at Quebec to be sent prisoners to England; on the passage they gained possession of the vessel and carried her safely to Marblehead, their native town. The same year three other young fishermen—all minors—prisoners in the British ship Lively, conceived the plan of capturing her, and, inducing ten other prisoners to join them, were successful; and, conducting their prize to Havana, made sale of her for a large sum.

"For service in the field Marblehead raised one entire regiment. It has been remarked of these 'fishermen soldiers' that, inured to fatigue and hardship, they were not reduced by sickness or camp diseases during the war. This regiment composed a part of the force of the illustrious commander-in-chief in his retreat through New Jersey, and in the crisis of the Whig cause. The American army, composed of regulars and militia, hardly three thousand in number, almost destitute of tents and utensils for cooking, badly armed, nearly naked and barefooted, dispirited by losses and worn down by sufferings, were pursued, in November and December, to the northerly bank of the Delaware, by the well-appointed army of the enemy, flushed by success, and panting for a last decisive victory. For a moment the destruction of Washington, either from the waters in front or from the royal troops in rear, seemed certain. The heroic daring of the men who, perhaps, saved him, and with him their country, is nowhere related in history. But Henry Knox, the chief of artillery, whose own services on the occasion will ever be remembered and excite admiration, has done them justice. After the peace, and while General Knox was a member of the legislature of Massachusetts, an application was made by citizens of Marblehead for the charter of a bank. Their petition was opposed. He rose and stated their claims. 'I am surprised,' he said, 'that Marblehead should ask so small a privilege as that of banking, and that there should be opposition to it. Sir, I wish the members of this body knew the people of Marblehead as well as I do. I could wish that they had stood on the banks of the Delaware River in 1777, in that bitter night when the commander-in-chief had drawn up his little army to cross it, and had seen the powerful current bearing onward the floating masses of ice which threatened destruction to whosoever should venture upon its bosom. I wish, that when this occurrence threatened to defeat the enterprise, they could have heard that distinguished warrior demand, 'Who will lead us on?' and seen

the men of Marblehead, and Marblehead alone, stand forward to lead the army along the perilous path to unfading glories and honors in the achievements of Trenton. There, sir, went the fishermen of Marblehead, alike at home upon land or water, alike ardent, patriotic, and unflinching whenever they unfurled the flag of the country.'"

Starbuck, in his history of the American whale fishery, gives the following glowing tribute to the public service of the whalemen of this country:

"Few interests have exerted a more marked influence upon the history of the United States than that of the fisheries. Aside from the value they have had in a commercial point of view, they have always been found to be the nurseries of a hardy, daring, and indefatigable race of seamen, such as scarcely any other pursuit could have trained. The pioneers of the sea, whalemen, were the advance guard, the forlorn hope of civilization. Exploring expeditions followed after to glean where they had reaped. In the frozen seas of the north and the south their keels plowed to the extreme limit of navigation, and between the tropics they pursued their prey through regions never before traversed by the vessels of a civilized community. Holding their lives in their hands, as it were, whether they harpooned the leviathan in the deep or put into some hitherto unknown port for supplies, no extreme of heat or cold could daunt them, no thought of danger hold them in check. Their lives have ever been one continual round of hair-breadth escapes, in which the risk was alike shared by officers and men. No shirk could find an opportunity to indulge in shirking, no coward a chance to display his cowardice, and in their hazardous life incompetents were speedily weeded out. Many a tale of danger and toil and suffering, startling, severe, and horrible, has illumined the pages of the history of this pursuit, and scarce any, even the humblest of these hardy mariners, but can, from his own experience, narrate truths stranger than fiction. In many ports, among hundreds of islands, on many seas the flag of the country from which they sailed was first displayed from the mast-head of a whale-ship. Pursuing their avocation wherever a chance presented, the American flag was first unfurled in an English port from the deck of one American whaleman, and the ports of the western coast of South America first beheld the Stars and Stripes shown as the standard of another. It may be safely alleged that but for them the western oceans would much longer have been comparatively unknown, and with equal truth may it be said that whatever of honor or glory the United States may have won in its explorations of these oceans, the necessity for their explorations was a tribute wrung from the Government, though not without earnest and continued effort, to the interests of our mariners, who, for years before, had pursued the whale in these uncharted seas, and threaded their way with extremest care among these undescribed islands, reefs, and shoals. Into the field opened by them flowed the trade of the civilized world. In their footsteps followed Christianity. They introduced the missionary to new spheres of usefulness, and made his presence tenable. Says a writer in the London Quarterly Review: 'The whale fishery first opened to Great Britain a beneficial intercourse with the coast of Spanish America; it led in the sequel to the independence of the Spanish colonies.' * * * 'But for our whalers, we never might have founded our colonies in Van Dieman's Land and Australia—or if we had we could not have maintained them in their early stages of danger and privation. Moreover, our intimacy with the Polynesians must be traced to the same source. The whalers were the first that traded in that quarter—they prepared the field for the missionaries; and the same thing is now in progress in New Ireland, New Britain, and New Zealand.' All that the English fishery has done for Great Britain, the American fishery has done for the United States—and more. In war our Navy has drawn upon it for some of its sturdiest and bravest seamen, and in peace our commercial marine has found in it its choicest and most skillful officers. In connection with the cod-fishery it schooled the sons of America to a knowledge of their own strength, and in its protection developed and

intensified that spirit of self-reliance, independence, and national power to which the conflict of from 1775 to 1783 was a natural and necessary resultant."

The Boston Journal of Commerce of January 25, 1879, in speaking of some of the old whalers sunk in Charleston Harbor during the late war between the States, gives the following account of the capture of one of them from the British:

"The Corea came from England during the Revolution, bound for New York with army stores. Putting into Long Island in a storm, a small vessel with nearly one hundred fishermen put out to capture her, and, with only four men and a boy on deck, anchored on the fishing grounds, and were apparently busy fishing when a gun from the Corea summoned her crew to run down to her, and when alongside a part of the crew were made to bring their fish on board. While the English sailors were looking at their prize one of the fishermen threw some fish on the schooner's deck, and the armed men swarmed up from the hold and on board of the Corea, which was taken to New Bedford, and eventually became a whaler."

During the war of the rebellion the Navy of the North, as has already been stated, received large accessions from among the fishermen of New England. Two or three companies of infantry were recruited at Gloucester, the members of which were chiefly fishermen.

Capt. F. J. Babson, collector of customs for the port of Gloucester, gives the following concise statement of the relation which Gloucester has held, and still holds, to the United States as an element in its system of coast defenses: "For the defense of the Union in the late war it is estimated that fifteen hundred men went into the service from Gloucester, two-thirds at least being seafaring men or fishermen. The availability of fishermen for offensive war on a foreign nation must be computed on the privateering basis. At least fifty swift-sailing steamers for privateering could obtain crews in Gloucester in one week, while service in the regular Navy is not, and never will be, popular with our people. Our men desire chances for promotion, such as is possible in the volunteer service in the Army, and the country, if she ever fights, must fight a war of the people, by the people, and for the people."

There is an almost complete lack of statistics showing to what degree our fishermen rendered service during the late war. It may be taken for granted that fishing towns furnished their full quota to the Army for these wars, no distinction in the drafts between mariners and landsmen, while all of them contributed a greater or less number of men to the naval forces of the north. Most of the men entering the Navy, as well as a large number of those who joined the Army, were volunteers. The extent to which fishermen were employed in the Navy is not understood, even by persons, not residents of fishing communities, who profess to be well informed on such matters. The fishermen usually went to large recruiting stations, such as those in Boston or New York, and no record was made of their former occupation. After the war had closed, scarcely a fishing vessel sailed from Gloucester or any other large fishing port which had not in its crew several veterans.

The following account of the resistance of a whaling captain to being captured by the Confederate privateer Shenandoah, as recorded in the newspapers of the time, serves to illustrate the dogged determination and courage of a New England whaleman.

Capt. Thomas G. Young, of the Favorite, of Fairhaven, a man between sixty and seventy years old, who had all his property invested in his vessel, loaded his bomb guns and other weapons and took his stand on top of the cabin of his doomed vessel, and, when the Shenandoah's boat came alongside, drove her off by threatening to fire upon her. Captain Waddell, of the Shenandoah, ordered his gunner to train a gun on the Favorite and fire low; but Young's subordinates, having in vain

tried to dissuade the old hero from resistance, removed the caps from his guns, and, taking a boat, pulled off to the Shenandoah. Another boat was sent alongside and the officer in charge hailed the old man and commanded him to surrender.

The brief dialogue which now took place was too full of seaman's expletives to be repeated in this place. Captain Young defied the privateersmen, in the most emphatic words, and as the men boarded his ship he leveled his huge bomb-gun and pulled the trigger; but the piece, which had been tampered with, failed to explode and he was soon made a prisoner.

FISHERMEN EXEMPTED FROM TAXATION IN COLONIAL TIMES.—When the colonies of Massachusetts and Virginia were established, it seems to have been the intention of the English Government to encourage in every possible manner the establishment of fisheries; in fact, one of the chief objects of the Massachusetts colonies in seeking a station so far north upon the coast was evidently to gain increased facilities in the prosecution of this industry.

In the early history of the Massachusetts colonies may be found numerous acts whose direct purpose was to encourage men to engage in the fisheries. Many of these provide for the exemption of fishermen from military service. The following law is recorded as having been passed:

"At the Generall Courte, houlden at Boston, the 22th of the 3th M°, called May, 1639." "All fishermen, while they are abroad during fishing seasons, shipcarpenters, w^ch^ follow that calling, & millers shall bee exempted from training, yet they are to bee furnished with arms."*

Again we find another act passed:

"Att a Gennerall Courte held at Boston, 14 of October, 1657." "In answer to y^e^ peticcon of Edw Rainsford, Gamaliel Waite, John Shawe, Mathew Abdy, Richard George, John Peel, Richard Hollige, Richard Woodhouse, Robt Linkhorne, Abell Porter, Peter Till, Abraham Browne, Jn° Mellows, fishermen, humbly desiring that they may be exempted from traynings during time of the fishing season &c, the Court grants their request."†

HUMANE SERVICES.—Important services are constantly being rendered by the fishermen in the way of rescuing vessels and men in peril. The medal of the Massachusetts Humane Society has frequently been awarded to fishermen, and in several instances valuable gifts have been received by our fishermen from foreign Governments, especially from Great Britain, for services rendered in saving the lives of British subjects. A long chapter might be devoted to recounting instances of heroism, where lives have been saved by our fishermen at great risks to themselves by acts of daring, which scarcely any but men like our fishermen, thoroughly accustomed to the sea, would have dreamed of attempting.

It is a well-known fact that fishermen habitually take extraordinary risks in rescuing their shipmates, or others, in peril. Whittier has unintentionally done a great injustice to the New England fishermen by the implications expressed in his poem, "Skipper Ireson's Ride":

Small pity for him! He sailed away
From a leaking ship in Chaleur Bay—
Sailed away from a sinking wreck
With his own townspeople on her deck.
"Lay by, lay by," they called to him.
Back he answered, "Sink or swim,
Brag of your catch of fish again!"
And off he sailed through the fog and the rain!
Old Floyd Ireson, for his hard heart,
Tarred and feathered and carried in a cart
By the women of Marblehead.

*1639. The legislature of Massachusetts passed an act to free from all duties and public taxes all estates employed in catching, making, or transporting fish. All fishermen, during the season for business, and all ship-builders were, by the same act, excused from trainings. [Hutch., I, 92.] Holmes' American Annals, 1805, vol. i, p. 312.

†Records of Massachusetts, vol. iv, Part I, page 312.

As a matter of justice we print in a foot-note what is doubtless a true review of the facts of the case; it appeared in the Marblehead Statesman.*

* SKIPPER IRESON.

Many a time when traveling away from his native heath the writer has met individuals whose only knowledge of our good old town was that gained from reading the poem of Mr. Whittier which is the theme of this article. When the formula of introduction had proceeded far enough to announce that we were from Marblehead, the reply has too often come, "Oh! yes, Morble'ead, where old Flud Oirson for his hord hert was tar'd and feathered and corrid in a cort." So often has this been repeated that there grew within us a feeling of exasperation, and the very name of Whittier had an unpleasant sound. This experience gave us the firm resolve that, if opportunity ever offered, we *would place upon record the protest of one Marbleheader against the libel upon his native town and the insult upon* the fair fame of her noble women. We have been forestalled in our original design by the publication of the true story of Skipper Ireson's ride, by Mr. Samuel Roads, jr., in his "History and Traditions of Marblehead." Immediately upon the publication of the history by Mr. Roads, the poet sent him a letter, in which he gracefully acknowledges the truth of the story as told by Mr. Roads, and bears testimony to the honorable record of old Marblehead. Mr. Roads's story is as follows:

"On Sunday, October 30, 1808, the schooner Betty, commanded by Skipper Benjamin Ireson, arrived from the Grand Banks. Shortly after their arrival the crew reported that at midnight on the previous Friday, when off Cape Cod light-house, they passed the schooner Active, of Portland, which was in a sinking condition, and that the skipper had refused to render any assistance to the unfortunate men on board the wreck. The excitement and indignation of the people upon the reception of this news can be better imagined than described. Two vessels, manned by willing volunteers, were immediately dispatched to the scene of disaster, with the hope of their arrival in time to save the shipwrecked sailors. But their mission was a failure, and they returned with no tidings of the wreck. The resentment of the people was still further provoked when, on the following day, the sloop Swallow arrived, having on board Captain Gibbons, the master of the ill-fated schooner. He corroborated the story told by the crew of the Betty, and stated that the Active sprung a leak at about 11 o'clock on Friday night. An hour later the Betty was spoken, 'but, contrary to the principles of humanity,' she sailed away without giving any assistance. On Saturday, Captain Gibbons and three of the passengers were taken off the wreck by Mr. Hardy, of Truro, in a whale-boat. Four other persons were left on the wreck, but the storm increased so rapidly that it was found impossible to return to their rescue. Captain Gibbons was placed on board the revenue cutter Good Intent, and afterwards went on board the sloop Swallow, in which he came to Marblehead.

"This statement, by one who had so narrowly escaped a watery grave, made a deep impression upon the fishermen, and they determined to demonstrate their disapproval of Skipper Ireson's conduct by a signal act of vengeance. Accordingly, on a bright moonlight night, the unfortunate skipper was suddenly seized by several powerful men and securely bound. He was then placed in a dory, and, besmeared from head to feet with tar and feathers, was dragged through the town escorted by a multitude of men and boys. When opposite the locality now known as Workhouse Rocks the bottom of the dory came out, and the prisoner finished the remainder of his ride to Salem in a cart. The authorities of that city forbade the entrance of the strange procession, and the crowd returned to Marblehead. Throughout the entire proceeding Mr. Ireson maintained a dignified silence, and when, on arriving at his own home, he was released from custody, his only remark was, 'I thank you for my ride, gentlemen, but you will live to regret it.' His words were prophetic. When too late to make reparation for the wrong they had committed, the impulsive fishermen realized that they had perpetrated an act of the greatest injustice upon an innocent man.

"At this late day, when for years his memory has been defamed throughout the land, and the fair name of the *women of Marblehead has been sullied by the fictitious story of one of our best New England poets, it is but just that* the true story of the affair should be written. Skipper Ireson was not more to blame than his crew, and, it is believed, not at all. When the wreck was spoken and the cry of distress was heard, a terrific gale was blowing. There was a consultation on board the Betty as to the course to be pursued, and the crew decided not to endanger their own lives for the sake of saving others. Finding that they were resolute in their determination, Skipper Ireson proposed to lay by the wreck all night or until the storm should abate, and then go to the rescue of the unfortunate men. To this they also demurred, and insisted on proceeding on their homeward voyage without delay. On their arrival at Marble*head, fearing the just indignation of the people, they laid the entire blame upon the skipper. This version of the* affair is generally accepted as true, and for the credit of the town, be it said, that it is one of the few incidents in its entire history that its citizens have any reason to regret."

Mr. Whittier's letter is as follows:

"OAK KNOLL, DANVERS, *Fifth-month*, 18, 1880.

"MY DEAR FRIEND: I heartily thank thee for a copy of thy 'History of Marblehead.' I have read it with great interest and think good use has been made of the abundant material. No town in Essex County has a record more honorable than Marblehead; no one has done more to develop the industrial interest of our New England seaboard, and certainly none have given such evidence of self-sacrificing patriotism. I am glad the story of it has been at last told, and told so well. I have now no doubt that thy version of Skipper Ireson is a correct one. My verse was solely founded on a fragment of rhyme which I heard from one of my early schoolmates, a native of Marblehead. I supposed the story to which it referred dated back at least a century. I knew nothing of the particulars, and the narrative of the ballad was pure fancy. I am glad for the sake of truth and justice that the real facts are given in thy book. I certainly would not knowingly do injustice to any one, dead or living.

"I am truly thy friend,

"JOHN G. WHITTIER."

Numerous instances of humane acts by fishermen are on record; a volume could be filled in their narration, and we quote here two or three as examples of many:

About the year 1863 a fishing schooner, commanded by Capt. Thomas Dench, of Gloucester, encountered a heavy gale on George's Bank, in which she was driven from her anchorage and met with some damage, losing among other things a boat. Soon after the gale began to moderate, and while yet the sea was very rough, she fell in with a British vessel in a sinking condition. Not having any boat, it was a problem how the fishermen could succeed in rescuing the imperiled crew. This they did by taking some of the ice-house planks which were in their vessel's hold and nailing them to the bottom of a gurry-pen.* With this imperfect boat they succeeded in rescuing the crew from the sinking vessel and brought them to Gloucester. For this humane and daring act, performed under such difficult circumstances, the captain was awarded a very fine telescope by the British Government.

The following paragraph, from the Cape Ann Advertiser, April 22, 1881, gives an idea of the nature of the rescues which are frequently made:

"A DARING DEED.—TWO GLOUCESTER MARINERS RISK THEIR LIVES TO RESCUE A COMRADE.—The two men who went from the schooner Star of the East, Captain Dowdell, to rescue Albert F. Fitch on Brown's Bank on the 3d instant, as narrated in our last issue, were Michael Doyle and Joseph Hackett, and they are deserving of great credit. Fitch was washed overboard while engaged in dressing fish, the schooner being at anchor upon the Bank, and was fortunate enough to catch hold of a shifting plank which was washed overboard, on which he succeeded in keeping afloat for an hour and ten minutes before being picked up. [This is probably an error in regard to time.] It was blowing a heavy gale from the northwest, with a strong tide running to leeward, and any attempt to go to his rescue was fraught with great peril. But, unmindful of the serious risk, Doyle and Hackett jumped into an old dory and started away before the wind and sea to rescue their imperiled comrade. After they got him on board of their frail boat they found it absolutely impossible to return to their vessel, but succeeded in boarding the schooner Joseph O., which was also lying at anchor on the Bank. It took some three hours of constant labor, after arriving on board the Joseph O., to resuscitate Fitch, and the three men remained on board the latter vessel from Sunday night until Tuesday afternoon, when the Star of the East was signalized and ran down and took the men on board."

The Cape Ann Advertiser, of the same date, also contains the following note:

"RECOGNITION OF BRAVERY.—Collector Babson has received the sum of $150 from the Massachusetts Humane Society, to be handed over to the crew of the fishing schooner Laura Sayward, of this port, for their heroic conduct in rescuing the crew of the British schooner Maggie Blanche, in the midst of a furious gale on George's last September. Two of the crew, James Lord and Dean Crockett, who went in a dory and took off the captain and mate of the Maggie Blanche, who were lashed to the wreck, will also receive the medals of the society. It will be remembered that the men named have also received handsome watches from the British Government in recognition of their bravery. The Maggie Blanche was bound from Digby to Barbadoes; her owner, who was on board, and two of her crew, were drowned. The master, Capt. John C. Winchester, and mate, Thomas Lewis, were lashed to the deck when the wreck was discovered by the Laura Sayward. Capt. James Moore, master of the latter vessel, finding that the wreck was likely to sink before the men could be rescued, promptly cut his cable to allow his vessel to drift, and Crockett and Lord put off in a dory, at the risk of their lives, and succored the imperiled mariners."

* A gurry-pen is an oblong pen on the deck of the vessel, usually 12 feet by 4 or 5 feet, and without any bottom, which is secured to the deck by lashings. In this is put the offal of the fish, or fish-gurry, while the vessel is on the Bank.

43. COSTUME OF THE SAILOR-FISHERMEN.

Fifty years ago the costume of our fishermen was similar to that of the average European fishermen of the present day. Indeed, among the early records of the Plymouth colony we find mentioned a number of articles of fishermen's clothing sent over by the English capitalists who interested themselves in the development of the fisheries. A writer in the "Fisherman's Memorial and Record Book" describes the dress of the Gloucester fisherman in the olden time as follows: "It consisted generally of the tarpaulin hat and monkey-jacket or Guernsey frock (sometimes both); *the barvel, a stout* apron of leather, and the ponderous fishing boots, of astonishing breadth of beam, made of the thickest of russet cow-hide, with tops turning up high over the knees, which, though cumbrous and heavy, constituted an efficient protection against cold and wet."

The fishing dress chiefly in use at the present time is much lighter, more comfortable, better fitting, and better made than that worn by any other class of sea-faring men, except by sailors in the Navy and on yachts. At the Fishery Exhibitions at Berlin and London were exhibited a number of garments of rubber and oiled cotton which excited much interest. Not only was the excellence of the material a subject of general remark, but patterns of these garments were requested by public officers interested in introducing them into use in the fisheries and naval marine of Norway, Russia, and Germany. The contrast between the American clothing and the heavy leather garments shown in the Norwegian, Danish, German, and Dutch sections was very striking.

The dress of the fisherman at the present day, with the exception of waterproof articles, consists of trousers, waistcoat, and coat of some woolen fabric. The coat is, however, very frequently replaced by a monkey-jacket or reef-jacket of a heavy woolen fabric, and, in warm weather, a jumper, or loose jacket of calico, gingham, or wool, similar to that worn by butchers. Their underclothing is nearly always of some stout wool, and their feet are covered with woolen socks. The ordinary coverings for the feet, when the men are off duty in the cabin, or when on deck in warm weather, are heavy leather slippers. The head covering is generally a wide-awake or slouch hat of felt, though every kind of hat or cap seen on shore is used upon the fishing vessels. A close-fitting cap of dogskin or lambskin, with flaps for protecting the face, ears, and back of the head, was formerly commonly worn in cold weather. This cap is still occasionally used in winter, but a broad-brimmed hat of felt, chip, or straw is in more general use in pleasant weather.

The outer garments of the fisherman, worn when he is at work, are put on over his ordinary clothing. Since they are peculiar in shape they will be described separately:

Oil trousers and jacket.—The trousers are made very large and are provided with an apron which covers the entire front of the body with a double layer of cloth, extending high up on the chest and held in that position by straps passing over the shoulders. It has wings or flaps extending back upon each side of the hips, which are buttoned or tied with a string at the front of the waist.

The oil-jacket is a double-breasted garment, shaped much like a pea-jacket. It has upon the right-hand side an extra flap, called the "weather piece," which buttons over the flap on the left side, thus effectually excluding the water. The collar is about three inches wide at the back and is intended to stand up and button closely around the neck. These are sometimes lined with flannel.

The sou'wester.—This is a hat of the ordinary sou'wester pattern. There are several shapes in use among our fishermen. The Cape Ann sou'wester is regarded by the fishermen as better than any other.

The jumper.—This is a light oil-cloth garment shaped like a shirt, but with the smallest

possible opening at the neck and buttoning closely round the wrists. It extends down to the hips and is worn outside of the trowsers. This is worn instead of the oil-jacket in warm weather, especially by men dressing fish.

The barvel.—This is a stout apron of oil-cloth. The barvel is made in different shapes: (*a*) the barvel proper, which is an apron of heavy oil-cloth, extending from the waist downward to below the boot-tops, and upwards, in a flap, almost to the neck, and is held in that position by a strap passing around the neck. The flaps almost meet at the back and are held in place by two strings which cross each other at the small of the back, passing around the body and fastening in front. It is generally used in place of the "pants," especially when cod fishing in summer, and sometimes when dressing fish, and is occasionally worn in connection with the jumper or the jacket; (*b*) the petticoat barvel, which is in general form like the ordinary barvel, but has a much larger flap, closed at the back and extending under the arms. It extends higher up on the waist than the ordinary barvel. This has but recently come into use among our fishermen, but is essentially the same as the garment worn centuries ago by the French and English fishermen in the Newfoundland and Labrador fisheries. These fishermen used to stand inside of a barrel when dressing fish, and the petticoat hung over the outside. The petticoat barvel is chiefly in use among the hand-line fishermen and the seiners.

Oil-sleeves.—These are false sleeves fastened tight about the wrist and extending high up on the arm, generally secured at the shoulder with a button. They are used by the men while dressing fish and hauling the seines or engaged in any other work in which the arms are likely to get wet.

Monkey-jackets and mufflers.—There is comparatively little difference in the temperature on the fishing grounds in summer and winter, especially on the distant grounds where cold fogs constantly prevail, and where, as the fishermen express it, the year is made up of nine months' winter and three months late in the fall. The monkey-jacket is substituted in the coldest weather for the jumper, and sometimes both are worn together. The only special provision for comfort is a woolen muffler, or comforter, with which the neck and face are enveloped.

Boots.—Fishermen's boots are either of leather or rubber, the latter material being in more general use in winter, while leather is chiefly worn in summer. Ordinary rubber boots, costing from $3.50 to $5, are commonly used. The hip boots are sometimes, though not frequently, worn. Among the Bank fishermen boots of russet leather are preferred to the black ones, but whether red or black, the leather fishing boots are generally of thick cowhide or "grain-leather," with very heavy soles.

Quality of oiled clothing.—The oil-clothes made in New England are acknowledged to be the best in the world. The oil is applied with more skill, the materials are better, and the patterns the most convenient. Both double and single thickness of oil-cloth are used, the latter chiefly in summer. All of the garments described, except the barvels, are also made of rubber, and are frequently used by the fishermen. These wear longer and are preferred in winter because they do not stiffen or crack in cold weather; the price, however, is considerably higher. The cost of a jacket and "pants" of oil-cloth, in 1880, was from $3 to $3.50. A corresponding suit of rubber costs about $10.

HAND COVERINGS.—A variety of coverings for the hands are in use:

(*a*) *Woolen mittens.*—These are made of coarse yarn. Inappropriate as it may seem, they are almost always white, colored mittens being considered by some fishermen unlucky or "Jonahs." The more liberal fishermen respect the prejudices of their companions. These mittens are used not only for warmth but as a protection to the hands when dressing fish. They are always

washed after the work of dressing the fish is finished. Men going on a long cruise provide themselves with several pairs of these mittens. They may be bought in the shops for about 50 cents a pair, but are often made by members of a fisherman's family.

(*b*) *Cotton mittens.*—These are similar in shape to the woolen mittens; they are made of pieces of cotton drilling sewn together, and, like the woolen mittens, are white. They are used principally for dressing mackerel in the summer season and handling the seines, being cooler and more comfortable in warm weather than those made of wool. The cotton ones cost about 25 cents a pair.

(*c*) *Rubber mittens.*—These are sometimes lined with flannel, and when not so lined are made very large in order to fit over the ordinary woolen mittens. They are used to a limited extent by the winter fishermen and cost about $1 a pair.

(*d*) *Oil-mittens.*—These are usually made of stout cotton drilling and oiled. They are used in the same manner as the unlined rubber mittens, being worn over woolen mittens. They cost about 50 cents a pair.

(*e*) *Mackerel gloves.*—These are made of woolen yarn and resemble mittens, except that the forefingers have separate coverings. By this arrangement greater freedom of motion is allowed to forefingers of men who are eviscerating or "gibbing" the mackerel.

(*f*) *Hand-haulers.*—These are tight-fitting gloves of woolen yarn, with long wrist pieces, extending half way up the forearm, and very short finger and thumb stalls. These are used by the hand-line fishermen in the winter, being worn with the nippers, described below. The short finger-stalls are supposed to facilitate the free use of the fingers in baiting the hooks. The hand-haulers are not sufficiently common to be kept for sale in the shops.

(*g*) *Nippers.*—These resemble wristlets in general appearance, but are worn around the lower part of the fingers instead of around the wrist. They are knit of woolen yarn and, like the mittens, are always white. They are used by all trawl and hand-line fishermen, but not by mackerel fishermen. They are held in the hollow of the hand, when the line is being hauled, for the sake of greater ease in obtaining a grip. They are stuffed with woolen cloth in such a manner that there is a narrow crease in the center between the two edges, by the friction of which the hand is aided in its effort to retain a grasp upon the line. Nippers are for sale in all the shops, and cost 50 cents a pair. Unlike all the other articles of clothing and hand wear, the nippers form part of the outfit of the vessel and are included in the "stock charges," of which the crew pay one-half. The only exception to this rule is the usage, which occasionally prevails, of giving a suit of oil-clothes, at the expense of the vessel and crew, to an expert "salter" for his services on a Bank trip. A halibut vessel, expected to be absent from port about six weeks, carries from a dozen and a half to two dozen pairs of nippers, and the Grand Banker carries a still larger supply, sometimes four or six dozen pairs. Large quantities of nippers are made by the fishermen's widows at Gloucester, to whom this industry affords a partial support. These women also knit some of the mittens, though the greater part come from the maritime districts of Nova Scotia and Maine. Nippers are also made by the young ladies of seaboard towns for sale at church fairs.

(*h*) *Finger-cots.*—These are separate finger-stalls of rubber or wool worn by mackerel fishermen upon the forefinger when hand-lining for mackerel. They are kept in the shops and cost about 5 cents or 10 cents apiece.

CARE OF CLOTHING.—The fisherman's wardrobe is seldom stored in chests or trunks. The number of men living in the cabin and the forecastle renders it unadvisable to fill up the space with furniture of this description. The skipper, however, sometimes carries a chest, or "donkey," as the fishermen call it. The oil clothes, which form the bulkiest portion of the fisherman's dress, of which he carries two or more suits, cannot be stowed away in a confined space, but are always

hung up in some convenient place. If they were put away wet they would mold, and if dry they might heat and ignite; above all, it is necessary that they should be ready for use at a moment's notice. Each member of the crew has his own nails or hooks upon which his oil clothes are always hung. The act of donning the oil-skin suit is called "oiling up." Every man carries from two to five changes of clothes, which he stows away in a canvas bag called a "clothes-bag." Convenience, as well as the fisherman's prejudice against valises, causes this custom to be almost universally observed. The bag is about 18 inches in diameter and from 3 to 4 feet long, and is stowed in the back part of the berth. Some men use it for a pillow.

BED-CLOTHING.—Another part of the fisherman's outfit, which may properly be considered in connection with his wardrobe, is his bed-clothing. This includes a mattress, or, more generally, a sack of a coarse hempen fabric stuffed with straw, called a bed-sack. In Gloucester these are kept in the outfitting stores and are furnished by the owners and charged to the men; when filled and ready for use they cost $1.25. The other bed-clothing, furnished by the men themselves, consists of blankets or quilts, of which each man carries one, two, or more. The pillows are stuffed with feathers or straw, and are provided by the men. When a man changes from one vessel to another he carries with him his clothes-bag, his bed-sack, and his bed-clothing; hence the common expression which is used to describe the man who is leaving a vessel and who is said to "jerk his straw."

SHORE CLOTHES.—The clothes which the fishermen wear on shore are in no way peculiar. The better classes in Gloucester live at home or in their boarding-houses; and after returning from a trip they cast aside their vessel clothing, and appear well dressed and well behaved.

44. FOOD ON THE VESSELS.

Mr. Osborne gives the following list of stores carried by a Grand Bank cod schooner with a crew of twelve men setting out for a three months' cruise:

Beef	barrels	5	Coffee	pounds	15
Pork	do	1	Condensed milk (cans)	dozen	4
Pigs' knuckles	do	1	Onions	bushel	1
Butter	pounds	200	Potatoes	do	10
Lard	do	150	Beans	barrel	1
Flour	barrels	8	Dried apples	do	1
Rice	bushel	1	Dried peas	bushel	1
Oatmeal	do	½	Essence of lemon (bottles)	dozen	2
Indian meal	pounds	20	Raisins	boxes	4
Hard-tack crackers	barrel	¼	Pepper	pounds	2
Corn-starch	papers	12	Salt	bags	3
Saleratus	pounds	5	Mustard	pounds	2
Baking powder (packages)	dozen	4	Cloves	do	1
Hops	pound	1	Ginger	do	2
Brown sugar	pounds	350	Cassia	do	1
Molasses	barrel	1	Sage	boxes	4
Tea	pounds	20	Nutmegs	pound	¼

In connection with his discussion of life on board the vessels, Mr. Osborne speaks of the manner in which these articles are prepared for the table. He writes: "From a glance at the list of provisions it is evident that, in the hands of a good cook, there is no reason why the crew should not be provided with excellent fare. The table on board the vessel was very good indeed; the lack of fresh provisions was felt, but the bread and the butter, and, in fact, the fare generally, was far better than that of the Provincials in the ports where we landed. I was surprised to find the fishermen living so well, and spoke of it, asking if it were generally so. In answer to this I was informed that on our vessel living was not better than the average, and that the crews of many

vessels fared far better, since, fishing upon grounds closer to the shore, they had more frequent chances of obtaining fresh provisions."

In former years fishermen did not fare so well as at present. Capt. Gideon Bowley, of Provincetown, made his first trip to the Grand Bank about the year 1828, in the schooner Plant. He gives the following account of the provisions carried by the vessel, and the routine of life on board while fishing on the Bank: "The schooner Plant was a topsail schooner of 63 tons O. M., carrying eight men and a boy cook. The provisions for three months consisted chiefly of the following articles: 1 barrel of flour, 1 barrel of beef, ½ barrel of pork, 20 bushels of meal, 16 bushels of potatoes; beans, dried apples, 1 barrel of molasses, 1 barrel of rum, 2 cords of wood for use in the fireplace, and 40 barrels of water. Sometimes they carried no flour, and then the larder was always supplemented by two or three barrels of rum. The vessel had a large open fireplace in the forecastle, in which over a wood fire the cooking was done.

"The daily routine of meals was as follows: Breakfast at 7.30 a. m., consisting of brown bread, fish chowder, and tea and coffee, sweetened with molasses. When there was no fish the chowder was replaced by a dish called 'smotheration,' composed of potatoes and salt beef. Dinner at 12. We had sometimes soup, either made of salt beef with rice in it, pea soup or bean soup. Nothing under heaven but boiled beans. Brown bread, boiled potatoes, boiled beef twice a week, Wednesdays and Sundays (when there was beef enough). When there was no fish on the table there was something else, such as corned fish and potatoes, or fried fish. Supper at 6: brown bread and the fish or whatever else was left over from dinner."

Capt. Chester Marr gives the following description of the fare on board the fishing vessels of Gloucester about the year 1830: "The Gloucester fleet numbered about fifty boats, most of them 'Chebacco boats' or 'dog-bodies' and pinkies. The manner of living on board of the vessels was very simple; the food was mostly fish, no meat at all, and no soft bread; no butter nor sugar, nor knife or fork unless we carried them ourselves. Each man had a pan and a mug. We had black tea boiled in an iron kettle. We had our food in one tin pan, and each man had a spoon and we'd all sit 'round and eat our victuals out of it. We used to make our own matches out of pine wood and sulphur. I shall never forget the first time I went to the Bay of Saint Lawrence. After I went on board I asked the skipper how long he had taken stores for; he answered, for about four months. When I got a chance I went down into the hold to see what he had, and this was what I found: 2½ barrels of molasses, 16 barrels of hard bread, ½ barrel of salt beef, ½ barrel of pork; rice, potatoes, beans, pepper, and chocolate.

"This was for four months. We used to boil our chocolate with rice, in a sort of pudding. I never saw a bit of sugar on vessels for years—nothing but molasses. The whole outfit did not cost $200. We lived jist so to home as we did on board of the vessels, pretty much."

The fishermen of former days employed, as cook, a boy of from twelve to sixteen years, whose pay was almost nothing. On European fishing vessels the practice of having a boy for cook is still universal. The cook of New England vessels at the present day, on the contrary, is one of the most important men on board; with the single exception of the captain, he is the best paid man on the vessel, and is often given a "lay" that makes his remuneration quite equal to that of the skipper. He is therefore expected to be a skillful cook and a generally capable and reliable man, and to him is usually intrusted the responsible duty of naming the quantity of the provisions which he which he selects and takes on board for any given cruise.

All the members of a schooner's crew, from the captain to the smallest boy (if any boys are carried), eat at the one table, and fare precisely alike. The cook almost always decides what he

shall prepare for each meal, and if he be well qualified for his work the dishes are sufficiently numerous and varied to suit any but the most fastidious appetite.

Salted or corned meats are now always carried, though most vessels on leaving port take more or less fresh meat, and some which are engaged in market fishing have more fresh meat than any other kind. Hard bread is rarely or never used, except to make puddings. The "soft tack" made on the fishing vessels often equals in excellence the best bread that can be obtained on shore. Canned milk, eggs, fruit, and other delicacies are often carried.

There can be no question that fishermen, ordinarily, are provided with much better food than the people of the same class engaged in shore pursuits. To the improvement in the food is perhaps due the greater longevity of the fishermen, and the long period during which they may be actively engaged in a sea-faring life. The changes in the manner of fitting out the fishing vessels have been slow. It is said that the Marblehead and Beverly fishermen began the innovations by carrying extra supplies of provisions, the property of individual members of the crew. Sometimes every man would have his own butter tub and can of sugar on board. Gloucester has always taken the lead in improving the food of its fishermen, and, as early as 1850, vessels were fitted out from that port in much the same manner as at the present time. The introduction of canned provisions has been of great importance to the fishermen, and, of course, there is dissatisfaction at the change on the part of many of the older men, who think that their successors are indulging in needless luxury, and also on the part of some of the fitters upon whom falls a portion of the increase in the expense; such articles as milk and eggs are, however, paid for by the crew. There is, of course, some foundation for the feeling that the profits of the business are decreased by this more expensive style of living, but it is also true that men of the better class would not be willing to submit to the privations and hard fare endured by their predecessors.

The shrewdest fishery capitalists have satisfied themselves by experiment and observation that it is to their interest to provide their vessels with good provisions and a good cook, and to keep their vessels in the best of order generally, since by these means they secure good men, who are contented to remain in their service. Those firms in Gloucester which have a reputation for liberality have no difficulty in securing any men whom they may desire to have in their service.

One of the most striking changes is that ardent spirits are no longer supplied as a part of the outfit of the vessel. The history and significance of this change is discussed elsewhere.

On some of the smaller vessels of the New England coast, such as those employed in the shore fisheries of Maine, and many of the Boston market boats, the fare is probably little better than in the olden times. Some of the vessels are correspondingly antiquated in their rigging and outfit, and the fishermen retain many of the characteristics which have been referred to in connection with the offshore fishermen of olden days. The fishermen of France still live in the old way. Our vessels on the Grand Bank are sometimes boarded by the crews of the French bankers, who look upon them much as the hungry school boy looks upon the baker's shop. They eagerly ask for soft bread, which they consider a luxury.

The American fishermen undoubtedly fare better than any other class of sea-faring men, except, perhaps, the officers of merchant vessels.

45. DISEASES AND LONGEVITY.

DISEASES OF FISHERMEN.—The most common diseases among the fishermen of Gloucester are consumption, rheumatism, typhoid fever, and dyspepsia; but the pure air which the men breathe and their active lives save them from many of the ailments which are common upon shore. As might naturally be expected from the exposure to which they are subjected, consumption is the

most prevalent disease, but since they are well fed this disease is much less common than would be supposed. An experienced physician of Gloucester says that consumption is especially prevalent among young men under thirty-five years of age.

Colds are somewhat prevalent in severe weather, though many fishermen have the idea that if they go to sea with a cold it will disappear as soon as they get out of sight of land.

The occurrence of dyspepsia is accounted for, by one who knows, in the following manner: "Fishermen eat from three to five meals a day, and mug up between meals whenever they can get a chance, and in rough weather, when they are getting no exercise, they frequently eat a hearty meal and lie down immediately; this injudicious course results in many cases in chronic indigestion."

Rheumatism frequently results from exposure to cold and wet, and men who are engaged in packing fish in ice are especially liable to this complaint.

As is always the case on shipboard, there is much irregularity, and bowel complaints are very prevalent; and this also has its effect upon the health of the men. The dissipation into which some of the crews plunge when upon land has an injurious effect upon their constitutions, and breaks down many strong men.

Cases of nervous exhaustion are not at all uncommon, especially among skippers and fishermen who are ambitious for promotion or to become wealthy. This is particularly observable in the halibut fishery, in which the skipper, while making passages to and from the fishing grounds, is constantly watchful and wakeful for many days and nights, and sometimes does not remove his clothing for many days. The immoderate use of tobacco is believed, in some cases, to have aggravated the effects of such over-exertion. Strong young men, in this way, break themselves down in the course of three or four years, so that they are obliged to turn their attention to less arduous branches of the fisheries. The custom prevalent among cod fishermen on George's of fishing night and day in order to be "high line," or first in success among their shipmates, is also wearing in the extreme, and does not fail to tell upon the constitutions of those who practice it. The exhausting character of the halibut fisheries, indeed of the winter fisheries generally, may be judged of from the fact that men over forty-five years of age rarely engage in them except as masters of vessels, young blood and strong limbs being necessary; and those who have not succeeded in attaining to the dignity of skipper before reaching that age, having become exhausted by the arduous labors, seek either some other branch of the fisheries in which there is less hardship, or some employment on shore.

MEDICINES.—All the first-class Gloucester fishing vessels carry medicine chests, but the judicious use and proper condition of these depend upon the skipper, who usually administers any remedies which may be needed. These medicine chests are fitted up by reliable druggists in Gloucester, especially for the needs of the fishermen, and are accompanied by a book of instructions, by the aid of which any intelligent man can prescribe for the diseases to which fishermen are liable. Aperients, cathartics, purgatives, salves, and liniments are the remedies most frequently called for. Next to those come expectorants and other cough medicines. The only surgical instrument which accompanies the outfit is the lancet.*

*A typical medicine-chest was exhibited in the American sections at the International Fishery Exhibitions of Berlin and London. It is described in the catalogue as follows:

FISHERMAN'S MEDICINE-CHEST.—This chest is filled and ready for use. The contents are: 1, sulphur; 2, cream of tartar; 3, epsom salts; 4, arrow-root; 5, chamomile flower; 6, flax-seed; 7, flax-seed meal; 8, bicarbonate of soda; 9, Turner's cerate; 10, mercurial ointment; 11, basilicon ointment; 12, simple ointment; 13, glycerine ointment; 14, extract of paregoric; 15, extract of vitriol; 16, laudanum; 17, Fryar's balsam; 18, essence of peppermint; 19, spirits of niter; 20, balsam copaiba; 21, sulphuric ether; 22, syrup of squills; 23, soap liniment; 24, spirits of lavender; 25,

MARINE HOSPITALS.—There is no provision for the reception of invalided fishermen into hospitals. Vessels sailing under a fishing license pay no hospital dues, and so far as we can learn have no hospital privileges. In early colonial days New England fishing vessels were obliged to *contribute to the support of the Greenwich Hospital in England, but this abuse was remedied in* 1760 upon the representations of Mr. Fairfax, collector of Salem.*

The hospital at Halifax, Nova Scotia, affords a refuge to our fishermen such as they cannot find in any of our own ports.

DISEASES OF WHALEMEN AND SEALERS.—Scurvy appears to be the commonest disease among the crews of whaling vessels. This is caused by an excess of salt in their food, and usually begins to show itself about six or eight months after the vessel has left the home port. The principal symptoms of scurvy among the men belonging to the South Sea whaling vessels is in the swelling up and softening of the limbs of the sufferer. This disease affects the crews of whalers in the Arctic Seas in a very different way, the limbs of the sufferers turning black and shriveling in size. Scurvy often leaves sequelæ which render the victims lame for life.

The venereal disease is not unusual on whalers for a few months after a stay in port: This disease is rarely met with among the crews of the fishing vessels.

The sealing crews from Stonington and New London engaged in the capture of fur seals and sea elephants in the Antarctic, about Cape Horn, and in the Southern Indian Ocean, are subject to *disease from exposure, and, worst of all, they are afflicted with scurvy.* A veteran sealer tells us that in all his experience he never had his crew suffer from scurvy, because he required them to subsist largely on seal meat, which he considers a sure preventive of that disease.

In cases of sickness on board of whaling vessels the captain and mate have charge of the sick. Medicine chests are carried, usually larger than those on the Gloucester fishing vessels, and the patients are prescribed for by the aid of an accompanying book, which contains instructions sufficiently explicit to enable any man of intelligence to treat such sicknesses as ordinarily afflict men at sea.

LONGEVITY.†—In former days, when the mackerel fishery was carried on by hand-lining, it was not infrequent for boys to begin their fishing life at ten or twelve years of age, and two or three such were usually found on every mackerel vessel; but at present boys are rarely shipped until they have attained to manly stature and the age of fifteen or sixteen. A smart young man of American parentage is likely to have won his position as master before he is twenty-five years

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spirits of camphor; 26, spirits of hartshorn; 27, tincture of rhubarb; 28, tincture of bark; 29, wine of antimony; 30, mercurial solution; 31, muriatic tincture of iron; 32, Seidlitz mixture; 33, castor-oil; 34, purging pills; 35, gum arabic; 36, blue pills; 37, opium pills; 38, fever powders; 39, calomel and jalap; 40, Dover's powders; 41, quinine; 42, ipecac; 43, calomel; 44, tincture of myrrh; 45, rhubarb; 46, magnesia; 47, Peruvian bark; 48, tartar emetic; 49, powdered cubebs; 50, nitrate of potash; 51, sugar of lead; 52, white vitriol; 53, blue vitriol; 54, tartaric acid; 55, red precipitate; *56, alum; 57, gum camphor; 58, iodide of potash; 59, lunar caustic; 62, lancet; 63, syringe; 64, the Mariner's* Medical Guide. Gloucester, Mass., 1880.

* *November 7, 1723.*—A letter from the General Court to their agent, Francis Wilkes, in London, contains this passage: "Ever since the tax upon seamen called the six-penny duty for Greenwich Hospital has been required here there has been some uneasiness, but of late it has increased very much upon the demand of it from fishing vessels that go out a fishing and many times return at night, and never go to any other port, but return into the harbors of Marblehead, Salem, Gloucester," &c. Shortly before this time, William Fairfax, collector of Salem, summoned some of our fishermen for non-compliance with the custom. Suits against them were abated in our courts. Mr. Fairfax sent a representation of the matter to the British authorities. No further demand of the kind was made for the *hospital money to 1760, as a Boston Gazette of that year certifies.* Felt's Annals of Salem, vol. ii, 2d ed., p. 217.

† Mr. William Abbott, of Rockport, Mass., 94 years old, is very active and smart. He frequently goes out in his dory fishing, and into the woods nearly every day to bring out his burden of fire-wood.—Cape Ann Advertiser, April 15, 1881.

Capt. John Paine Havender, of Provincetown, has made fifty-eight voyages to the Grand Bank.—Gloucester Telegraph, April 16, 1870.

old, and in some instances by the time he is eighteen years of age. A man who has not become a skipper by the time he is forty-five years old is usually thrown out of the more arduous fisheries and seeks employment in those requiring less exposure and fatigue. Skippers, especially those engaged in the mackerel and summer-market fisheries, often retain their positions until they have attained a ripe old age: Capt. Chester Marr, for instance, over seventy years of age, and a great-grandfather, is still actively engaged in the summer fisheries, and Capt. King Harding, of Swampscott, who is one of the most successful masters in the well-known Swampscott market fleet, still holds his prominent position. It very frequently occurs, however, that a skipper after reaching middle age engages in some more lucrative employment on shore. If he has been sufficiently fortunate in his career as a fisherman to have laid up the necessary amount of capital he may become a vessel-fitter; otherwise he is likely to take some responsible position on shore in connection with the curing or packing of fish. It is estimated that not over 12 per cent. of the skippers of the Gloucester fleet are over fifty years of age. This is rather an exceptional case, for the fisheries of Gloucester are more arduous than those of other places. At Provincetown and some other ports there is a much larger percentage of elderly men in command of the vessels and among the crews. In talking with several elderly fishing captains of Provincetown we have gained the impression that the career of activity and usefulness is much longer now among fishermen than it was at the beginning of the present century. The Provincetown fisheries are not especially laborious or perilous, yet we are told that fifty years ago a man forty-five years old was considered aged and only fit to sit around on shore and chop kindling wood and perform other household tasks, while now a man of forty-five is regarded as in his prime. This, of course, may readily be accounted for by the difference in the character of the accommodations on shipboard and the better quality of the food which is now provided.* As regards the actual longevity of men who have engaged for the whole or part of their lives in the fisheries it is probably not less than that of men engaged in any other outdoor pursuits. In Gloucester one may find dozens of hearty old men who have spent thirty or forty years at sea, and similar instances may be found among the whaling captains of New Bedford and Provincetown; and especially is this true in the case of the retired fishing captains of Maine, of whom it is a common saying among their associates that "they never die until some one kills them." Even in Nantucket may still be found many veterans of the whale fishery so many years ago discontinued. Of course, in considering these facts, we must bear in mind that the general average of longevity has much decreased in consequence of so many fishermen having lost their lives by accident in the period of their greatest vigor and health.

46. THE FINANCIAL PROFITS.

DIVISION OF PROFITS.—In another section the manner in which the fishing vessels are fitted out is discussed, and the business arrangement or "lay" according to which the expenses of the outfit are divided and the proceeds of the year's work distributed. Here it is only necessary to speak of the manner in which the fishermen are affected by these various business arrangements and of their personal relations to the fishery capitalist.

The more extensive and more profitable the fishery, the more necessary and natural is the division of the persons engaged in carrying them on into two classes—the capitalists and the fishermen.

*In the opinion of Capt. Gideon Bowley, of Provincetown, in his youth men got unserviceable for sea after they got to forty-five years, and were thought old men. A man after forty-five could not get a berth on Bank vessels. Now they go up to sixty. After forty-five he staid at home, made fish and tended lobster pots. Capt. Bowley attributes this partly to the use of liquor. He has been on the Grand Bank when the vessel carried two barrels of Medford rum.

Prior to 1840 almost all the fishing vessels of New England were owned in large part by the fishermen themselves. In 1850, in the larger ports, like Gloucester, Portland, and Provincetown, the control of the vessels passed to a great extent into the hands of capitalists, or owners, as they are called. In the smaller ports, including most of those on the coast of Maine and Connecticut, the fishing vessels are still owned almost entirely by the fishermen themselves. In the whaling fleet the change has not been so radical. As might be supposed, this fishery has almost always been under the control of capitalists. The outlay for building and provisioning vessels so large and so long absent from port is ordinarily beyond the means of men who are willing to undergo the hardships of the fishery.

At present, the majority of the vessels engaged in the Grand Bank cod fishery, hailing from Provincetown, Plymouth, Beverly, and the ports of Maine, as well as many of those from Gloucester, are manned chiefly by fishermen who are hired by the trip or paid monthly wages. In all the other fisheries the crew, as a rule, "go upon shares," receiving at the end of the season (but in Gloucester, and occasionally in other ports, at the end of the trip) a specified proportion of the proceeds from the sale of the vessel's catch.

The universal adoption of this practice in Gloucester has had the effect of drawing from other ports many of the most capable of their fishermen. These men prefer to realize at once the amount which they have earned rather than to wait until the end of the season, becoming indebted to the capitalists for the supplies needed by themselves and families, thus placing themselves somewhat at the mercy of these men if they choose to be exacting. This is especially the case with the younger men, who want their money as fast as they earn it.

FISHERMEN'S EARNINGS.—The statistics of the Gloucester fisheries for 1879 show that the average earnings of each fisherman amounted to $175. This amount, however, is below the average annual earnings, and does not give a fair idea of the amount that can be earned by a man in a year, or of the amount that is ordinarily earned by a successful fisherman.

In the "Fisherman's Memorial and Record Book" may be found the record of a large number of "big trips" in the George's mackerel and haddock fisheries. In many instances the share of each member of the crew is mentioned. In the Grand Bank halibut fishery for salt fish, in one instance, the vessel was absent twelve weeks, and the crew shared $286 each. In another, after five months' absence, $326; in another, after fourteen weeks, $257 each.

Allusion is also made to "big trips" in the fresh-halibut fishery on the Banks. In one instance the "high line," or most successful of the crew, realized $1,300 as his share of the year's stock; in another each of the crew shared $858. On a single trip in 1871 the crew shared $213 each, being absent five weeks, and on another, occupying nine weeks, $363. In another instance, on a trip of thirty-four days, $236; in another of twenty days, $171; in another of four weeks, $161.

The largest amount made by one man on a George's trip is recorded at $243. These trips occupy from two to three weeks. Other instances are given where these trips yielded $125 to $160. The largest season's share mentioned was in 1865, when the "high line" made in the year $1,105, and the cook $1,402.

Much larger average shares have been made by successful mackerel men. Several instances are mentioned in which the "high-liner's" share ranged from $260 to $575 for a summer's work.

In the haddock fishery, occupying four or five months of the winter season, instances are mentioned where the crew shared from $377 to $560 each.

It should be stated that in all of these instances the profits of the skipper of the vessel, including captain's commission, are usually double the share of any member of the crew.

It will be seen, also, that men engaging in summer in the mackerel fishery, and in winter

in the haddock fishery, have an opportunity of making a yearly profit considerably larger than those mentioned.

The various cases just cited are, however, extraordinary ones, and the fishermen were regarded as unusually fortunate. A capable fisherman, with ordinary success, engaging in fishing at all seasons of the year, should make at least from $300 to $500. It is probable that the fishermen of those New England ports which do not engage in the winter fisheries do not, as a rule, make more than half as much.

The profits of the labors of the shore or boat fisherman are generally much less. In the winter shore fisheries of Provincetown, in some seasons, the fishermen pay out more for bait than the fish which they catch are worth. The price of clam bait at that port is $6 per barrel, and, since a barrel will last a dory only two days it is evident that their fishing must be uniformly successful to insure them the slightest profit.

CREDIT SYSTEM.—In many fishing ports the fishermen become largely in debt to the men who supply them with boats, and provisions needed by their families while they are fishing, and they are often obliged to labor under considerable disadvantages. There is little evidence, however, that the capitalists are to blame for this, since they are quite as dependent upon the vicissitudes of the fisheries as the men to whom they supply the means of carrying on the actual work.

MARBLEHEAD FISHERMEN in 1834.—The financial condition of the fishermen of Marblehead in 1834 was described by a correspondent of the Marblehead Gazette, as follows:

"I promised to lay before your readers the reasons why fishermen of this town are unable to gain more than a bare subsistence by means of their laborious and dangerous occupation. Many of the young fishermen are addicted to gambling and other bad habits which reduce their circumstances. Not so with the older ones; they are an industrious and persevering class of men who endeavor, by all the means in their power, to gain a livelihood and be independent. These men have many obstacles to contend against besides those common to us all; they have to contend against the speculators on fish; these men often get the fish for one-third part less than they are worth, on account of their combining themselves and frightening some one of the shoresmen with a story respecting the low price fish will shortly stand at; or perhaps the shoresman is interested, and can make more money by selling part of the fish in his possession, thereby setting a standard price for others to sell at, and shortly after purchasing directly or indirectly the remainder and then speculating upon it. They also have to contend against enormous prices levied upon stores and provisions of all kinds for themselves while at sea, and their families at home. These, sir, are the causes why the fishermen of Marblehead are always poor. It is easily seen that if the speculator is successful in establishing his price that the fishermen will fare but poorly, as the speculator will not be contented with a small profit if he can have a larger one. I therefore advise the fishermen of this and all other towns to form societies for the purpose of protecting themselves. It is not a hard matter for them to gain the ascendency, if they keep a bright eye to windward, and do not trust A, B, and C with the management of their affairs."